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urban municipal

ENVIRONMENTAL STUDY REPORT

URBAN M
GOVERNMENT DOCUMENTS

Glancaster Road, Stone Church Road

and Susan Drive Extensions

APPENDICES

THE REGIONAL MUNICIPALITY

OF

HAMILTON-WENTWORTH

URBAN M
GOVERNMENT DOCUMENTS

March 1994

uma

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LIST OF APPENDICES

A. INITIAL NOTICE

B. PUBLIC INFORMATION CENTRE, OCTOBER 19 AND 21, 1992

C. PUBLIC INFORMATION CENTRE, JUNE 23 AND 24, 1993

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APPENDIX A

INITIAL NOTICE

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Red Hill Creek Expressway
Project Office
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1

546-4277
Fax (416) 546-2385

Our File No. 71.25.02

January 29, 1992

MEMO TO: SEE ATTACHED DISTRIBUTION LIST

FROM: Pamela Hubbard, Environmental Planner, Special Projects Office, Roads Dept.

RE: Class Environmental Assessment for Glancaster Road Extension

* *

The purpose of this memo is to advise you that the Region is planning extensions to Glancaster Road, Stone Church Road and Susan Drive in Ancaster (see attached maps). This project is being planned for the following reasons:

- the Meadowlands plan developed by the Town of Ancaster includes connections between Golflinks Road and Rymal Road; and

- the construction of the East-West section of the Red Hill Creek Expressway has been accelerated and the closure of Upper Horning Road is now scheduled for 1993 instead of 1998.

This office is presently developing alternative alignments for the above roads. The preliminary alignments under consideration are indicated on the attached maps.

The project is following the process outlined in the Class Environmental Assessment for Municipal Roads. Consultation will be carried out with stakeholders as described by that process.

We would appreciate if you could fill in the attached form and let us know if you want to be involved in the project or if you have information that would be useful in planning this project. Please advise us by February 7, 1992 of your interest in the project.

ONLY THOSE WHO RESPOND WITHIN THE SPECIFIED TIME FRAME, AND THOSE DIRECTLY AFFECTED BY THE UNDERTAKING, WILL RECEIVE NOTIFICATION DURING LATER STAGES OF PLANNING AND DESIGN.

Thank you for your co-operation.

PMHubbard

ph:dt
Att'ds.

DISTRIBUTION LIST

Region

W. O'Brien, Transportation/Environmental Services Group (HSR)
F. Scott, MD, Health Department
K. Brenner, Transportation/Environmental Services Group (Roads Dept.)
J. Thoms, Economic Development Department
R. Middaugh, Chief, Hamilton-Wentworth Regional Police
V. Abraham, Local Planning Department (Attention: W. Janssen)
A. Georgieff, Regional Planning Department (Attention: D. Godley)

City of Hamilton

G. Baker, Chief, Fire Department
R. Sugden, Culture and Recreation Department
J. Pavelka, Public Works Department
M. Main, Traffic Department

Town of Ancaster

M. Iovio, Planning Department
R. Konkle, Chief, Fire Department
P. Harrison, Parks and Recreation Department
B. Weatherly, Public Works Department
P. Smeltzer, Engineering Department

TYPE(S) OF INVOLVEMENT

Please specify how you would like to kept informed of this project:

___ No further involvement necessary.
___ Keep informed about the progress of the project through status reports.
___ Active involvement in the assessment of the alternatives and/or any discussions on this project. Willing to attend meetings.
___ Want to comment on the decisions made, however, do not need to participate in meetings.
___ Want to be notified of public information centres.
Other (Please specify)_____

ADDITIONAL INFORMATION

Please list any projects that your department is planning to carry out that may impact or be impacted by this project.

_____

_____

Please indicate if you have any of the following information that is related to the study (area) and is available for the Special Projects Office to review:

____ Mapping (please specify)

_____

_____

____ Site Specific Reports

_____

_____

____ Technical Studies

___ Physical
___ Social
___ Cultural
___ Biological
___ Economic

____ Other (please specify)

_____

_____

CONCERNS/COMMENTS

_____

_____

_____

NAME: _____

MUNICIPALITY/DEPT.: _____

TELEPHONE: ( ) FAX: ( )

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Red Hill Creek Expressway
Project Office
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1

546-4277
546-2380
Fax (416) 546-2385

Predesign and Special Projects Division
Roads Department

Our File Nos. 60.19.01 & 71.25.02

February 10, 1992

SEE ATTACHED DISTRIBUTION LIST

Initiation of Class Environmental Assessment for
the Extension to Glancaster Road, Susan Drive and Stone Church Road

The Region of Hamilton-Wentworth, Roads Department is currently carrying out a Planning and Design Study for extensions to Glancaster Road, Susan Drive and Stonechurch Road. This project is being carried out as a Class Environmental Assessment project in accordance with the requirements of the Class Environmental Assessment for Municipal Road Projects.

The road extensions are required for a number of reasons:

- Upper Horning Road will be dead-ended on either side of the Expressway in 1994/95; access to the Expressway and other regional roads will be required by the community serviced by Upper Horning Road
- additional regional roads will be required to service the proposed Meadowlands development in Ancaster.

Enclosed please find the following maps:

1. the study area in a regional context;
2. the environmental constraints that have been identified to date; and
3. preliminary alternative routes.

I would appreciate if you could inform me by February 28, 1992 if you are interested in being involved in the project, have additional information that would be useful to the identification and assessment of alternatives, and/or have any concerns relating to this study. A form has been attached for your convenience in responding to this request.

ONLY THOSE WHO RESPOND WITHIN THE SPECIFIED TIME FRAME, AND THOSE DIRECTLY AFFECTED BY THE UNDERTAKING, WILL RECEIVE NOTIFICATION DURING LATER STAGES OF PLANNING AND DESIGN.

Thank you for your co-operation.

Pamela Hubbard
Environmental Planner

ph:dt
Encls.

DISTRIBUTION LIST

Ministry of Natural Resources
Central Region
R.R. 2
820 Yonge Street South
Aurora, Ontario L4G 3G8
Attention: Regional Director

Ministry of Municipal Affairs
Plans Administration Branch
14th Floor, 777 Bay Street
Toronto, Ontario M5G 2E5
Attention: Louis Zubowski

Ministry of Culture and Communications
Development Plans Review Unit
2nd Floor
77 Bloor Street West
Toronto, Ontario M7A 2R9
Attention: Peter Carruthers
Heritage Branch

Ministry of Housing
Land Development Group
12th Floor
777 Bay Street
Toronto, Ontario M5G 2E5
Attention: Walter Battello

Ministry of the Environment
Approval and Planning Section
P.O. Box 2112 12th Floor
119 King Street
Hamilton, Ontario L8N 3Z9
Attention: Ed Gill, Chief

Ministry of Culture and Communications
55 Centre Street
London, Ontario N6J 1T4
Attention: Neal Ferris
Development Review Officer

Union Gas Limited
P.O. Box 10
360 Strathearne Avenue North
Hamilton, Ontario L8N 3A5
Attention: Murray Costello, Supervisor
Plant/Construction

Ontario Hydro
Niagara River Hydroelectric Development Project
Community Relations Department
700 University Avenue, H8F2
Toronto, Ontario M5G 1X6
Attention: Peter Blair
Community Relations Field Officer

Ministry of Natural Resources
Cambridge District
P.O. Box 2186 Beaverdale Road
Cambridge, Ontario
N3C 2W1
Attention: District Manager

Ministry of Energy
Energy Management Section
14th Floor, 56 Wellesley Street West
Toronto, Ontario M7A 2B7
Attention: Larry Moore

Ministry of Transportation
District #4, Burlington
P.O. Box 5020
1182 North Shore Blvd. E.
Burlington, Ontario L7R 3Z9
Attention: Peter Linnear
Acting District Engineer

Hamilton Region Conservation Authority
P.O. Box 7099
838 Mineral Springs Road
Ancaster, Ontario L9G 3L3
Attention: B.Scott Konkle, Director
Planning and Engineering

Ministry of Tourism and Recreation
Strategic Policy and Issues Management
Secretariat
8th Floor, 77 Bloor Street West
Toronto, Ontario M7A 2R9
Attention: John Yudelman

Ontario Hydro
Community Relations Department
700 University Avenue, H8G1
Toronto, Ontario M5G 1X6
Attention: Bob Henderson, Manager

Bell Canada
66 Bay St. South, 7th Floor
P.O. Box 340
Hamilton, Ontario
L8N 3H2
Attention: Dan Wardell

Trans Canada Pipelines Limited
111 5th Avenue South-West
P.O. Box 1000, Station"M"
Calgary, Alberta T2P 4K5
Attention: Ron Bridges, CST
Right-of-way Dept.

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

May 10, 1993

File No.: 1931-038

Mr. Donald Goodridge
Director of Education
Hamilton Board of Education
100 Main Street West
Hamilton, Ontario
L8N 3L1

Dear Mr. Goodridge:

RE: Class Environmental Assessment (Class EA)
Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

The Region of Hamilton-Wentworth, Roads Department is currently carrying out a Planning and Design Study for extensions to Glancaster Road, Susan Drive and Stone Church Road. This project is being carried out as a Class Environmental Assessment project in accordance with the requirements of the Class Environmental Assessment for Municipal Road Projects.

The road extensions are required for a number of reasons:

- Upper Horning Road will be dead-ended on either side of the Expressway in 1994/95; access to the Expressway and other regional roads will be required by the community serviced by Upper Horning Road
- additional regional roads will be required to service the proposed Meadowlands development in Ancaster.

Enclosed please find the following maps:

1. the study area in a regional context;
2. the environmental constraints that have been identified to date; and
3. preliminary alternative routes.

The Region has authorized its project consultant, UMA Engineering Ltd. to receive all inquiries regarding this project. I would appreciate if you could inform me by May 31, 1993 if you are interested in being involved in the project, have additional information that would be useful to the identification and assessment of alternatives, and/or have any concerns relating to this study. A form has been attached for your convenience in responding to this request. In particular, we are interested in finding out if there are any school locations, existing and proposed, within the study area that should be considered in the evaluation of the road locations.

In the interim, please contact me if you have any questions.

Yours very truly,

UMA ENGINEERING LTD.

MLChen

May Lyn Chen, B.Sc.
Environmental Planner

Enclosures

cc: Ms Pamela Hubbard
Environmental Planner
Regional Municipality of Hamilton-Wentworth

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

May 10, 1993

File No.: 1931-038

Mr. Jerry Ponikbar
Director of Education
Hamilton-Wentworth Roman Catholic
Separate School Board of Education
Administration Building
Box 2012
90 Mulberry Street
Hamilton, Ontario
L8N 3R9

Dear Mr. Ponikbar:

RE: Class Environmental Assessment (Class EA)
Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

The Region of Hamilton-Wentworth, Roads Department is currently carrying out a Planning and Design Study for extensions to Glancaster Road, Susan Drive and Stone Church Road. This project is being carried out as a Schedule C Class Environmental Assessment project in accordance with the requirements of the Class Environmental Assessment for Municipal Road Projects.

The road extensions are required for a number of reasons:

- Upper Horning Road will be dead-ended on either side of the Expressway in 1994/95; access to the Expressway and other regional roads will be required by the community serviced by Upper Horning Road
- additional regional roads will be required to service the proposed Meadowlands development in Ancaster.

Enclosed please find the following maps:

1. the study area in a regional context;
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3. preliminary alternative routes.

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In the interim, please contact me if you have any questions.

Yours very truly,

UMA ENGINEERING LTD.

May Lyn Chen, B.Sc.
Environmental Planner

Enclosures

cc: Ms Pamela Hubbard
Environmental Planner
Regional Municipality of Hamilton-Wentworth

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

May 10, 1993

File No.: 1931-038

Mr. Allan Greenleaf
Director of Education
Wentworth County Board of Education
Education Centre
357 Wilson Street East
Ancaster, Ontario
L9G 4B7

Dear Mr. Greenleaf:

RE: Class Environmental Assessment (Class EA)
Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

The Region of Hamilton-Wentworth, Roads Department is currently carrying out a Planning and Design Study for extensions to Glancaster Road, Susan Drive and Stone Church Road. This project is being carried out as a Class Environmental Assessment project in accordance with the requirements of the Class Environmental Assessment for Municipal Road Projects.

The road extensions are required for a number of reasons:

- Upper Horning Road will be dead-ended on either side of the Expressway in 1994/95; access to the Expressway and other regional roads will be required by the community serviced by Upper Horning Road
- additional regional roads will be required to service the proposed Meadowlands development in Ancaster.

Enclosed please find the following maps:

1. the study area in a regional context;
2. the environmental constraints that have been identified to date; and
3. preliminary alternative routes.

The Region has authorized its project consultant, UMA Engineering Ltd. to receive all inquiries regarding this project. I would appreciate if you could inform me by May 31, 1993 if you are interested in being involved in the project, have additional information that would be useful to the identification and assessment of alternatives, and/or have any concerns relating to this study. A form has been attached for your convenience in responding to this request. In particular, we are interested in finding out if there are any school locations, existing and proposed, within the study area that should be considered in the evaluation of the road locations.

In the interim, please contact me if you have any questions.

Yours very truly,

UMA ENGINEERING LTD.

May Lyn Chen, B.Sc.
Environmental Planner

Enclosures

cc: Ms Pamela Hubbard
Environmental Planner
Regional Municipality of Hamilton-Wentworth

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

May 10, 1993

Mr. John Nielsen
Chairman, LACAC
1070 Fiddler's Green
Ancaster, Ontario
L9G 3L1

Dear Mr. Nielsen:

RE: Class Environmental Assessment (Class EA)
Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

The Region of Hamilton-Wentworth, Roads Department is currently carrying out a Planning and Design Study for extensions to Glancaster Road, Susan Drive and Stone Church Road. This project is being carried out as a Class Environmental Assessment project in accordance with the requirements of the Class Environmental Assessment for Municipal Road Projects.

The road extensions are required for a number of reasons:

- Upper Horning Road will be dead-ended on either side of the Expressway in 1994/1995; access to the Expressway and other regional roads will be required by the community serviced by Upper Horning Road
- additional regional roads will be required to service the proposed Meadowlands development in Ancaster.

Enclosed please find the following maps:

1. the study area in a regional context;
2. the environmental constraints that have been identified to date; and
3. preliminary alternative routes.

The Region has authorized its project consultant, UMA Engineering Ltd. to receive all inquiries regarding this project. I would appreciate if you could inform me by May 31, 1993 if you are interested in being involved in the project, have additional information that would be useful to the identification and assessment of alternatives, and/or have any concerns relating to this study. A form has been attached for your convenience in responding to this request. In particular, we are interested in finding out if there are any historical resources within the study area that should be considered in the evaluation of road locations.

In the interim, please contact me if you have any questions.

Yours very truly,

UMA ENGINEERING LTD.

May Lyn Chen, B.Sc.
Environmental Planner

Enclosures

cc: Ms Pamela Hubbard
Environmental Planner
Regional Municipality of Hamilton-Wentworth

Mr. Charlie McConnell
Staff Liaison, LACAC
Town of Ancaster
300 Wilson Street East
Ancaster, Ontario
L9G 2B9

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

June 15, 1993

File No.: 1931-038

Mr. Tony Byrne
Ontario Hydro - Dundas Area
Box 8585
40 Olympic Drive
Dundas, Ontario
L9H 5E9

Dear Mr. Byrne:

RE: Class Environmental Assessment (Class EA)
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive
Notice of Project Initiation and Public Information Centre

The Region of Hamilton-Wentworth, Roads Department is currently undertaking a Planning and Design Study for extensions to Glancaster Road, Susan Drive and Stone Church Road. UMA Engineering Ltd. has been retained to carry out this project on behalf of the Region, as a Class Environmental Assessment project in accordance with the requirements of the Class Environmental Assessment for Municipal Road Projects.

The road extensions are required for a number of reasons:

- Upper Horning Road will be dead-ended on either side of the Expressway in 1994/95; access to the Expressway and other regional roads will be required by the community serviced by Upper Horning Road
- additional regional roads will be required to service the proposed Meadowlands development in Ancaster.

Enclosed please find the following:

1. the study area in a regional context;
2. the brochure for the upcoming Public Information Centres;
3. a request for further involvement form.

I would like to thank you for recently providing confirmation of the existence of the 27.6 kV hydro line. In particular, we are interested in finding out if you have further plans for providing future facilities within the study area that should be considered in the impact assessment and evaluation of the road locations.

The Region is holding a set of Public Information Centres where road route alternatives that have been developed and other project information, will be available for review. Please refer to the enclosed brochure for further details.

Please inform me by July 8, 1993 if you are interested in being involved in the project, have additional information that would be useful to the identification and assessment of alternatives, and/or have any concerns relating to this study. A form has been attached for your convenience in responding to this request.

If you have any further questions, please feel free to contact the undersigned, or Pamela Hubbard at the Region of Hamilton-Wentworth at 416-546-2388 (refer to enclosed brochure for address).

Yours very truly,

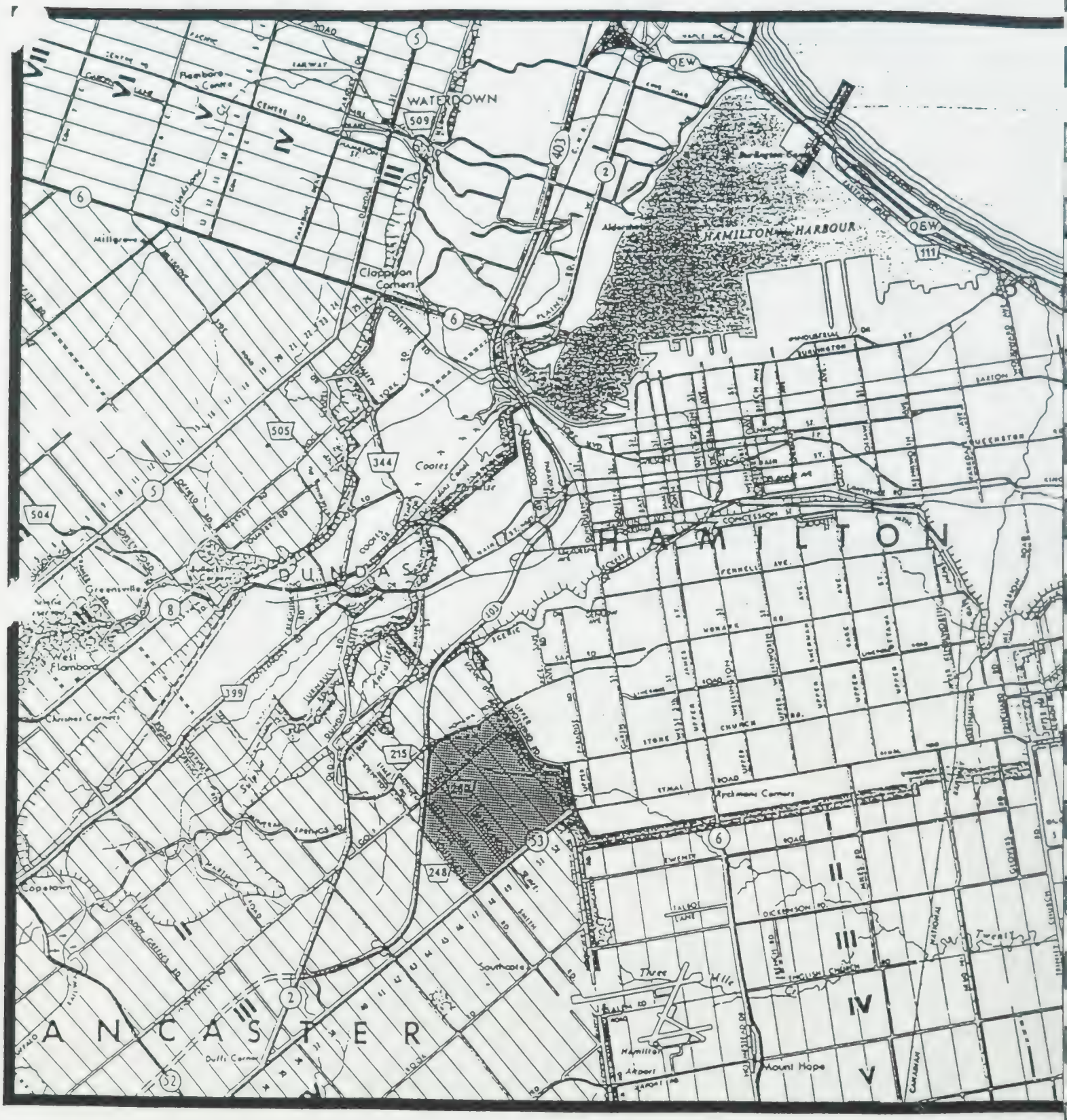
UMA ENGINEERING LTD.

Nancy Sollitt, B.E.S.
Acting Manager
Environmental Assessment Group
NS/pr

Enclosures

cc: Ms Pamela Hubbard
Environmental Planner
Regional Municipality of Hamilton-Wentworth

KEY PLAN



CLASS ENVIRONMENTAL ASSESSMENT
STUDY AREA

TYPE(S) OF INVOLVEMENT

Please specify how you would like to kept informed of this project:

- ☐ No further involvement necessary.
- ☐ Keep informed about the progress and status of the project, through minutes of external team meetings.
- ☐ Active involvement in the assessment of the alternatives and/or any discussions on this project. Willing to attend external team meetings.
- ☐ Want to comment on the decisions made, however, do not need to participate in meetings.
- ☐ Want to be notified of public information centres.
  Other (Please specify)

ADDITIONAL INFORMATION

Please list any projects that your agency is planning to carry out that may impact or be impacted by this project.

Please indicate if you have any of the following information that is related to the study (area) and is available for the Special Projects Office to review:

☐	Mapping (please specify)	☐	Site Specific Reports
☐	Technical Studies	☐	Other (please specify)

☐ Physical ☐ Biological ☐ Social ☐ Cultural ☐ Economic

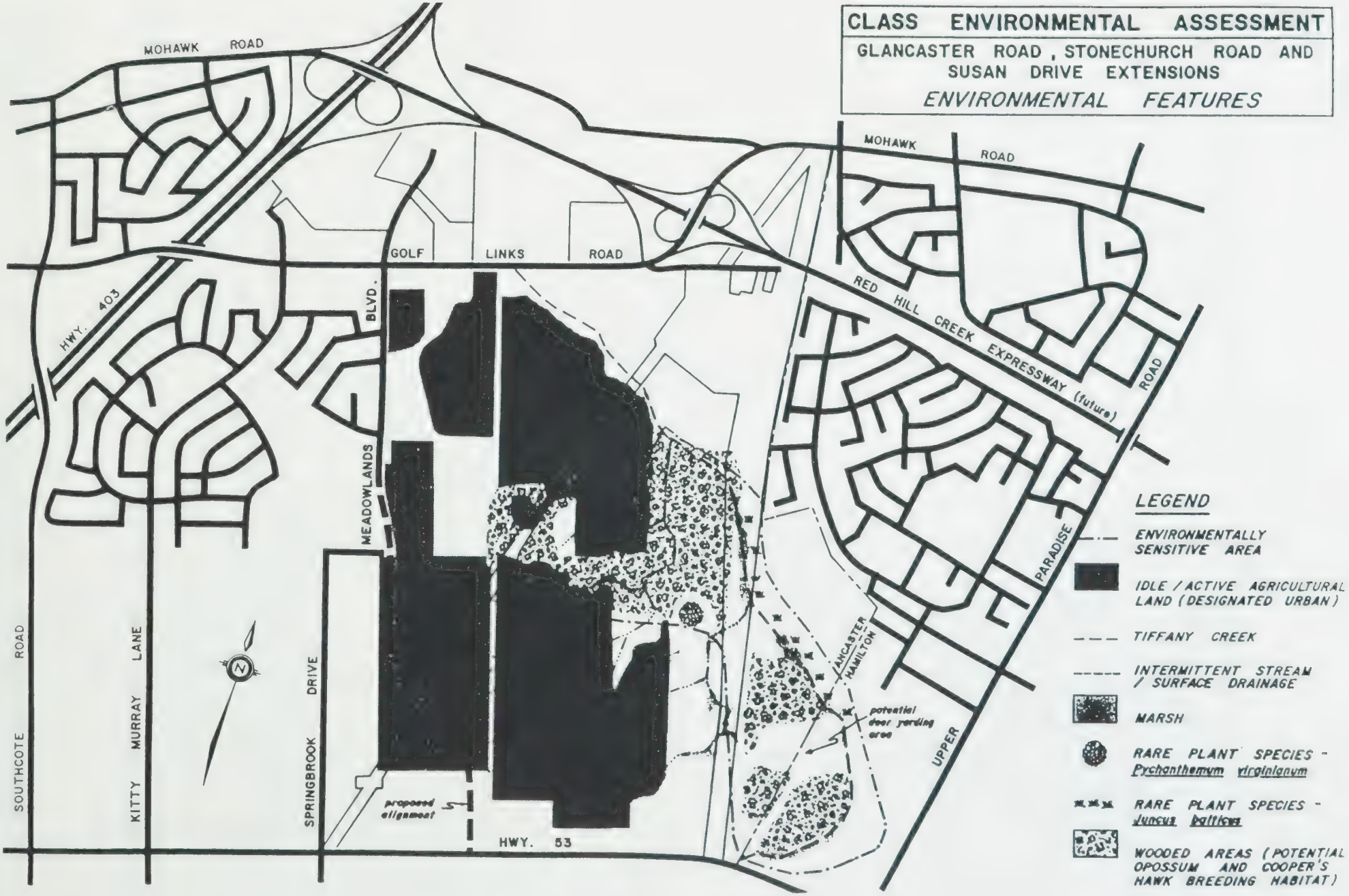
CONCERNS/COMMENTS

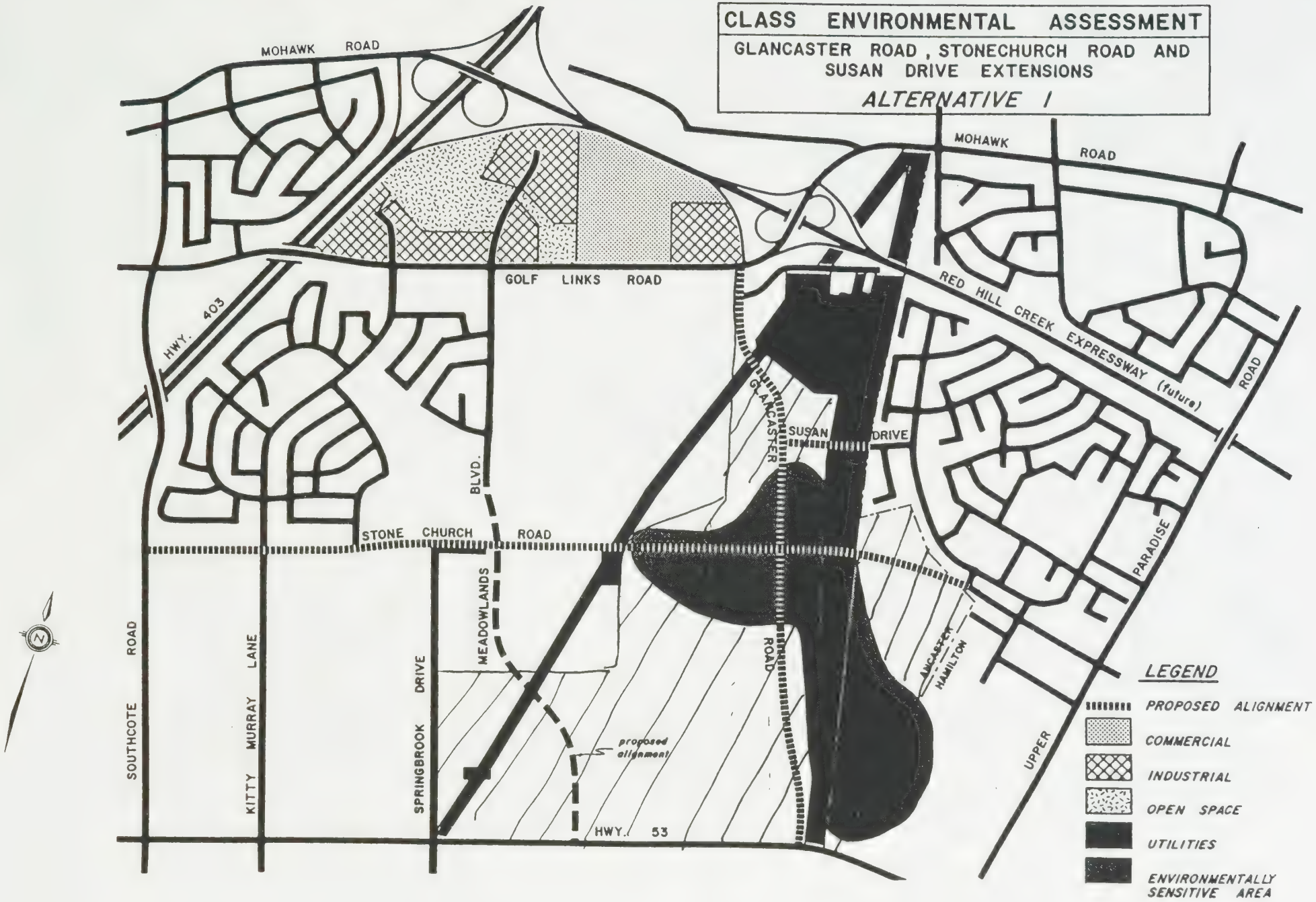
NAME:

AGENCY:

ADDRESS:

PHONE: ( ) FAX: ( )


CLASS ENVIRONMENTAL ASSESSMENT
GLANCASTER ROAD, STONECHURCH ROAD AND SUSAN DRIVE EXTENSIONS
ENVIRONMENTAL FEATURES
MOHAWK ROAD
GOLF LINKS ROAD
HWY. 403
MEADOWLANDS BLVD.
RED HILL CREEK EXPRESSWAY (future)
PARADISE ROAD
UPPER
LANCASTER HAMILTON
potential deer yarding area
SOUTHCOTE ROAD
KITTY MURRAY LANE
SPRINGBROOK DRIVE
proposed alignment
HWY. 53
LEGEND
ENVIRONMENTALLY SENSITIVE AREA
IDLE / ACTIVE AGRICULTURAL LAND (DESIGNATED URBAN)
TIFFANY CREEK
INTERMITTENT STREAM / SURFACE DRAINAGE
MARSH
RARE PLANT SPECIES - Pychanthemum virginianum
RARE PLANT SPECIES - Juncus balticus
WOODED AREAS (POTENTIAL OPOSSUM AND COOPER'S HAWK BREEDING HABITAT)


CLASS ENVIRONMENTAL ASSESSMENT
GLANCASTER ROAD, STONECHURCH ROAD AND SUSAN DRIVE EXTENSIONS
ALTERNATIVE I
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MOHAWK ROAD
GOLF LINKS ROAD
HWY. 403
RED HILL CREEK EXPRESSWAY (future)
ROAD
GLANCASTER
SUSAN
DRIVE
BLVD.
STONE CHURCH ROAD
PARADISE
MEADOWLANDS
ROAD
ANCASTER
HAMILTON
SOUTHCOTE ROAD
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SPRINGBROOK DRIVE
proposed alignment
HWY. 53
UPPER
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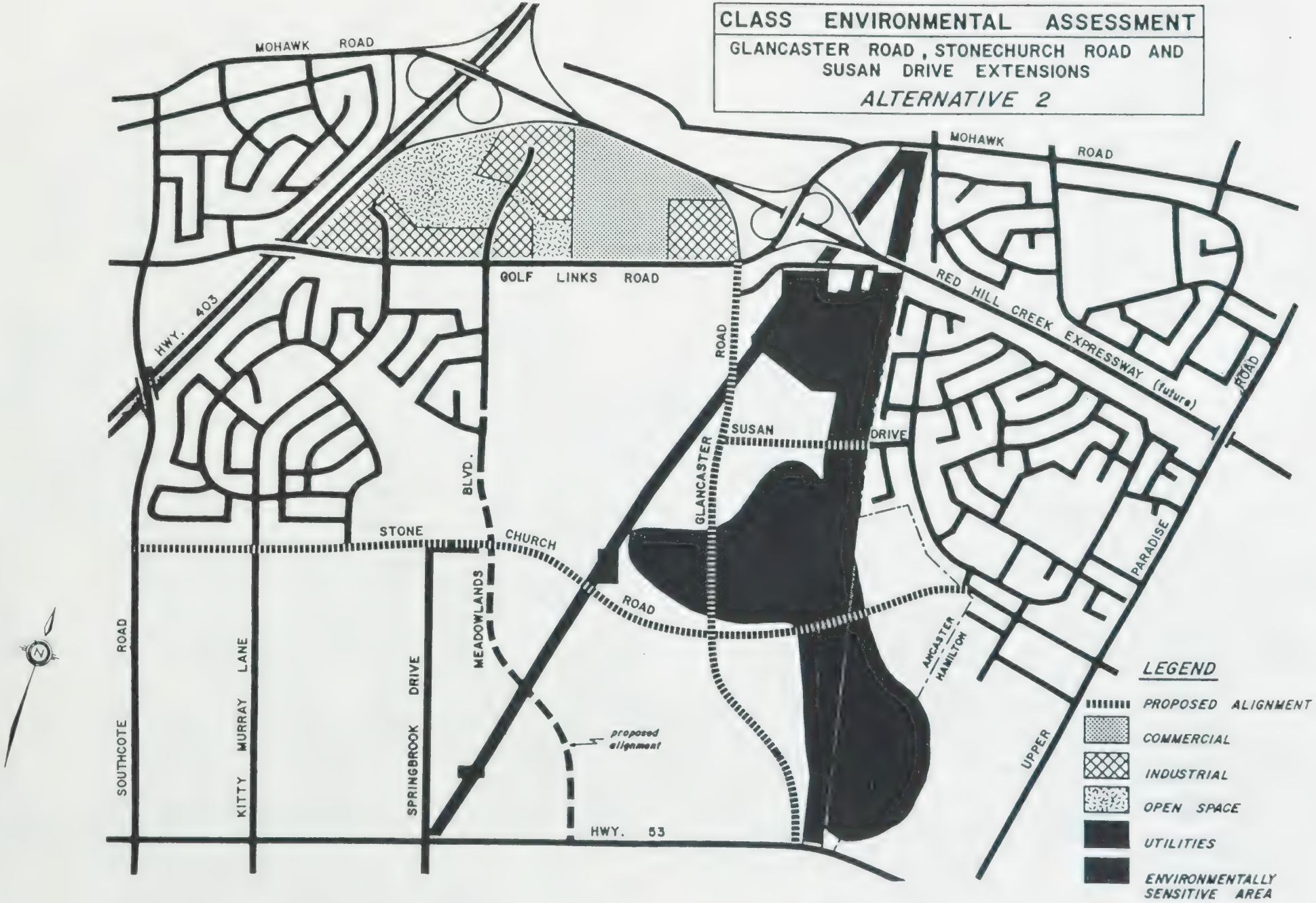
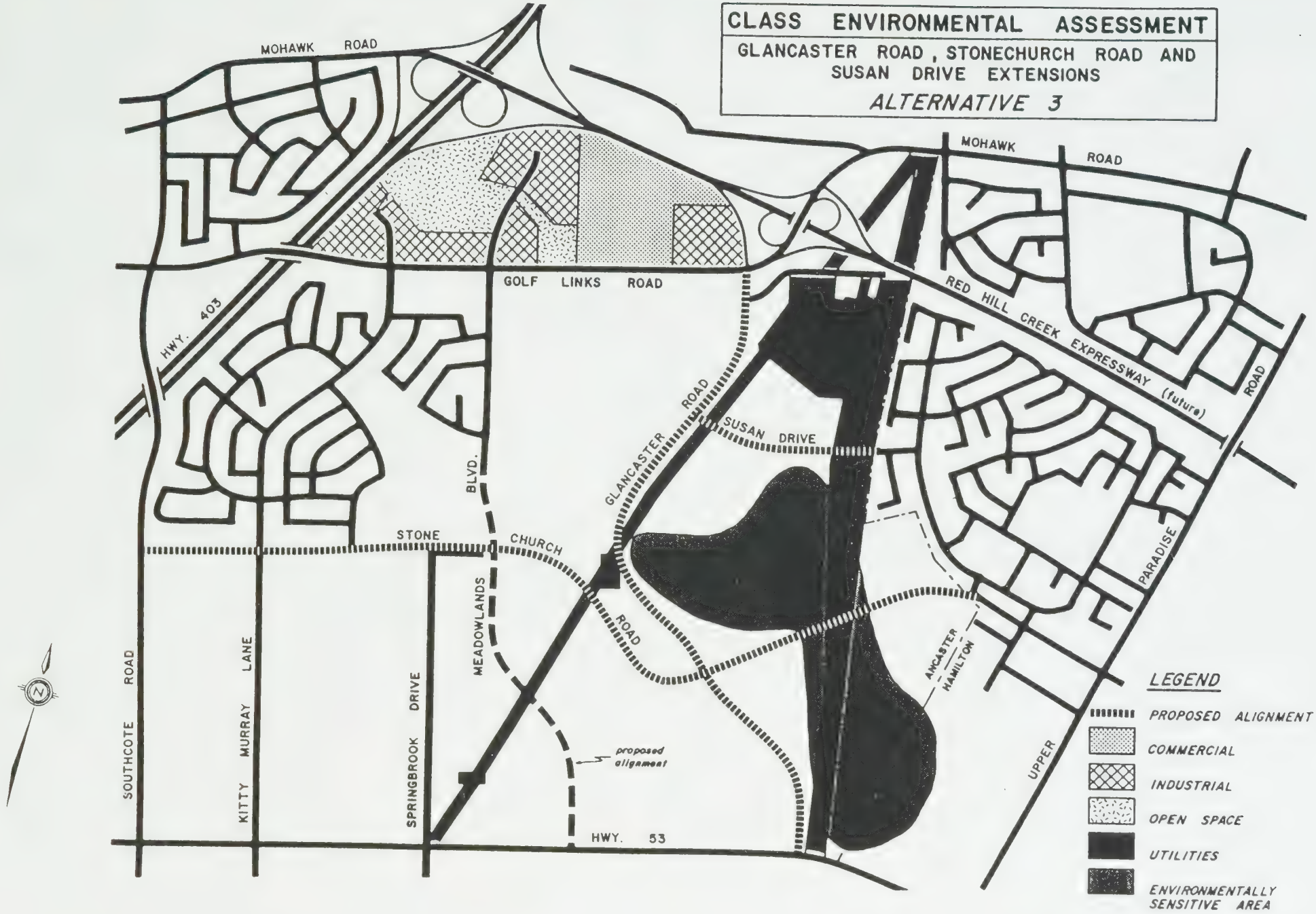
LEGEND
PROPOSED ALIGNMENT
COMMERCIAL
INDUSTRIAL
OPEN SPACE
UTILITIES
ENVIRONMENTALLY SENSITIVE AREA


CLASS ENVIRONMENTAL ASSESSMENT
GLANCASTER ROAD, STONECHURCH ROAD AND SUSAN DRIVE EXTENSIONS
ALTERNATIVE 2
MOHAWK ROAD
MOHAWK ROAD
GOLF LINKS ROAD
HWY. 403
RED HILL CREEK EXPRESSWAY (future)
ROAD
SUSAN DRIVE
GLANCASTER ROAD
BLVD.
STONE CHURCH ROAD
MEADOWLANDS
SOUTHCOTE ROAD
KITTY MURRAY LANE
SPRINGBROOK DRIVE
proposed alignment
HWY. 53
ANCASTER - HAMILTON
UPPER PARADISE ROAD
LEGEND
PROPOSED ALIGNMENT
COMMERCIAL
INDUSTRIAL
OPEN SPACE
UTILITIES
ENVIRONMENTALLY SENSITIVE AREA


CLASS ENVIRONMENTAL ASSESSMENT
GLANCASTER ROAD, STONECHURCH ROAD AND SUSAN DRIVE EXTENSIONS
ALTERNATIVE 3
MOHAWK ROAD
MOHAWK ROAD
GOLF LINKS ROAD
HWY. 403
RED HILL CREEK EXPRESSWAY (future)
ROAD
GLANCASTER ROAD
SUSAN DRIVE
BLVD.
STONE CHURCH ROAD
MEADOWLANDS
PARADISE
ANCASTER - HAMILTON
UPPER
SOUTHCOTE ROAD
KITTY MURRAY LANE
SPRINGBROOK DRIVE
proposed alignment
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LEGEND
PROPOSED ALIGNMENT
COMMERCIAL
INDUSTRIAL
OPEN SPACE
UTILITIES
ENVIRONMENTALLY SENSITIVE AREA

APPENDIX B

PUBLIC INFORMATION CENTRE
OCTOBER 19 and 21, 1992

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (416) 546-4277
Tel. (416) 546-2380
Fax (416) 546-2385

Our File No. 60.07.01.1

September 28, 1991

SEE ATTACHED MAILING LIST

Dear:

Class Environmental Assessment for Glancaster Road,
Stonechurch Road and Susan Drive Extensions, Hamilton

A meeting has been scheduled for:

Date:	Thursday, October 15, 1992
Location:	25 Main Street West, Hamilton 9th Floor, Meeting Room #1
Time:	9:00 a.m. to 12:00 noon

The purpose of the meeting will be:

- to provide you with an update on the environmental studies conducted over the summer (archaeological assessment, fish habitat assessment, and wetlands evaluation), and
- to present a list of the factors that will be used to evaluate the alternatives.

Public Information Centres have been scheduled for:

Date:	Monday, October 19, 1992
Location:	St. Vincent de Paul Separate School 295 Greencedar Drive, Hamilton
Time:	6:30 p.m. to 9:30 p.m. (7:00 p.m. - Brief staff presentation)

and

Date:	Wednesday, October 21, 1992
Location:	Ancaster Fairgrounds Merritt Hall, 625 Hwy. #53 E. Ancaster, Ontario
Time:	6:30 p.m. to 9:30 p.m. (7:00 p.m. - Brief staff presentation)

. . . 2

Please let me know if you are unable to attend the October 15th meeting. An agenda and a list of the factors will be sent to you prior to the meeting. Copies of the environmental reports will be made available at the meeting.

P. Hubbard /dm

Pamela Hubbard
Environmental Planner

ph:dm
(ID#180 - DM)

cc: Mel Iovio, Ancaster Planning Dep't

Bill Pearce, Regional Strategic Planning
Attn: N. Ragetlie

David Godley, Regional Plans Administration

Bill Janssen, Policy and Neighbourhood Planning

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
Predesign and Special Projects Division
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (416) 546-4277
Tel. (416) 546-2380

Fax (416) 546-2385

MEMORANDUM

TO:	SEE DISTRIBUTION LIST BELOW	*YOUR FILE:*	
FROM:	John van der Mark, Director Special Projects Office Roads Department	*OUR FILE:* *PHONE:*	60.07.01.1 2383
SUBJECT:	Public Information Centre Glancaster Road & Stone Church Road Extension	*DATE:*	October 2, 1992

* *

Information Report 2.13(d) of the Transportation Services Committee of September 28, 1992 provided two tentative dates and locations for public information centres for this project. The schedule has now been revised to October 19 and 21, 1992 as set out in the attached brochure. The brochures have been prepared for public distribution to the property owners in the vicinity and at the information centres.

jv:dt
Att'd.

Distribution List

1. R.J. Whynott, Chairman
2. W.M. Carson, C.A.O.
3. Mayor R. Morrow
4. Mayor R. Hodgson
5. Mayor G. Etherington
6. Mayor J. Addison
7. Mayor D. Granger
8. Mayor R. Wade
9. Councillor T. Cooke
10. Councillor M. Kiss
11. Councillor V. Agro
12. Councillor W. McCulloch
13. Councillor D. Drury
14. Councillor B. Morelli
15. Councillor G. Copps
16. Councillor D. Wilson
17. Councilllor D. Agostino
18. Councillor F. Eisenberger
19. Councillor T. Jackson
20. Councillor R. Charters
21. Councillor H. Merling
22. Councillor T. Anderson
23. Councillor F. D'Amico
24. Councillor D. Ross
25. Councillor J. Prentice
26. Councillor J. Southall
27. Councillor A. Sloat
28. Councillor F. MacIntyre
29. Councillor G. Shaw

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (416) 546-4277
Tel. (416) 546-2380
Fax (416) 546-2385

Our File No. 60.07.01.1

October 13, 1992

Hamilton Naturalists Club
P.O. Box 89052
Hamilton, Ontario
L8S 4R5

Attention: Doug Kay, Conservation Director

Class Environmental Assessment for the Extensions of
Glancaster Road, Stone Church Road and Susan Drive in the Meadowlands, Ancaster

Enclosed, please find a notice of public information centres to be held on Monday, October 19 and Wednesday, October 21, 1992. This is the first set of information centres to be held in conjunction with this project.

This project is following the process described in the provincially approved document "Class Environmental Assessment for Municipal Road Projects".

At this point in the project, a number of alternatives have been developed. These alternatives, including routes, will be shown at the information centre. In addition, the Regional Roads Department has carried out three studies on the site to assist in evaluating road locations:

- archaeological assessment;
- fisheries assessment; and
- wetlands assessment.

The public information centre will provide a summary of the environmental information, and describe the Class Environmental Assessment process and opportunities for public involvement.

If you are interested in finding out more information about this project, please plan to attend one of the information centres. If you are unable to attend an information centre, please contact me and I will arrange to have the information made available at a time that is convenient for you.

Pamela Hubbard, Environmental Planner
Predesign and Special Projects Division

ph:dt
Encl.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (416) 546-4277
Tel. (416) 546-2380
Fax (416) 546-2385

Our File No. 60.07.01.1

October 13, 1992

Ancaster Conserver Society
368 Phillip Place
Ancaster, Ontario
L9G 2G8

Attention: Ed Smee

Class Environmental Assessment for the Extensions of
Glancaster Road, Stone Church Road and Susan Drive in the Meadowlands, Ancaster

Enclosed, please find a notice of public information centres to be held on Monday, October 19 and Wednesday, October 21, 1992. This is the first set of information centres to be held in conjunction with this project.

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At this point in the project, a number of alternatives have been developed. These alternatives, including routes, will be shown at the information centre. In addition, the Regional Roads Department has carried out three studies on the site to assist in evaluating road locations:

- archaeological assessment;
- fisheries assessment; and
- wetlands assessment.

The public information centre will provide a summary of the environmental information, and describe the Class Environmental Assessment process and opportunities for public involvement.

If you are interested in finding out more information about this project, please plan to attend one of the information centres. If you are unable to attend an information centre, please contact me and I will arrange to have the information made available at a time that is convenient for you.

I would appreciate if you could pass on this information to sub-committees in your organization that may have an interest in the project.

Pamela Hubbard, Environmental Planner
Predesign and Special Projects Division

ph:dt

CLASS ENVIRONMENTAL ASSESSMENT PROCESS

The Region is following the planning process described in the provincially approved document "Class Environmental Assessment for Municipal Road Projects". This process includes the following activities:

- identify and evaluate alternatives to the problem, including the construction of new roads
- identify and evaluate alternative road designs (culverts, number of lanes, etc.)
- determine public and agency concerns
- identify, avoid, and / or minimize environmental impacts

The "environment" is defined as the physical, biological, social, cultural or economic environment.

PUBLIC INFORMATION CENTRE

The Region has scheduled two public information centres to show route alternatives and obtain comments from the public.

The following information will be available:

- explanation of the Class Environmental Assessment process
- maps showing the study area, alternative routes being considered and environmental features of the site
- information explaining how the alternatives will be evaluated
- project schedule
- construction staging
- questionnaires and comment sheets

Recycled paper Papier recyclé

LOCATION: **ST. VINCENT DE PAUL SEPARATE SCHOOL 295 GREENCEDAR DRIVE HAMILTON** (see map on reverse)

DATE: **MONDAY OCT. 19, 1992**

TIME: **6:30 - 8:30 P.M.**

7:00 - 7:15 P.M. - STAFF PRESENTATION

and

LOCATION: **ANCASTER AGRICULTURAL SOCIETY 625 HWY. # 53E ANCASTER** (see map on reverse)

DATE: **WEDNESDAY OCT. 21, 1992**

TIME: **6:30 - 8:30 P.M.**

7:00 - 7:15 P.M. - STAFF PRESENTATION

If you cannot attend an information centre but have questions or comments, please contact:

Pamela Hubbard, Environmental Planner
or
Marco Oddi, Project Manager

Regional Roads Department
10th Floor
25 Main Street West
Hamilton
phone:(416) 546-4277
fax: (416)546-2385

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

ROADS DEPARTMENT

NOTICE OF PUBLIC INFORMATION CENTRE

REGIONAL AND LOCAL ROAD EXTENSIONS TO

GLANCASTER ROAD , STONE CHURCH ROAD AND SUSAN DRIVE

IN THE MEADOWLANDS, ANCASTER

BACKGROUND

The Regional Municipality of Hamilton-Wentworth is constructing the Mountain section of the Red Hill Creek Expressway. Approval of the project includes the closure of Upper Horning Road at the Expressway. The closure is scheduled for 1995 depending on the Expressway schedule in that area.

Prior to the closure of Upper Horning Road, an alternative access to / from the west side of the Gurnett Neighbourhood will be constructed.

In addition, the Town of Ancaster is reviewing and developing secondary plans for the Meadowlands.

PURPOSE OF THE PROJECT

1) to provide access to the Gurnett neighbourhood and the Meadowlands from the Red Hill Creek Expressway interchange at Mohawk / Golf Links Road.

2) to provide a Regional road network in the Meadowlands, Ancaster.

DESCRIPTION OF THE PROJECT

The Region is proposing to extend two Regional roads (Glancaster Road and Stonechurch Road) and one local road (Susan Drive) into the Meadowlands. Susan Drive will continue to serve as a local two lane road, while Glancaster Road and Stone Church Road are being planned as future five lane roads.

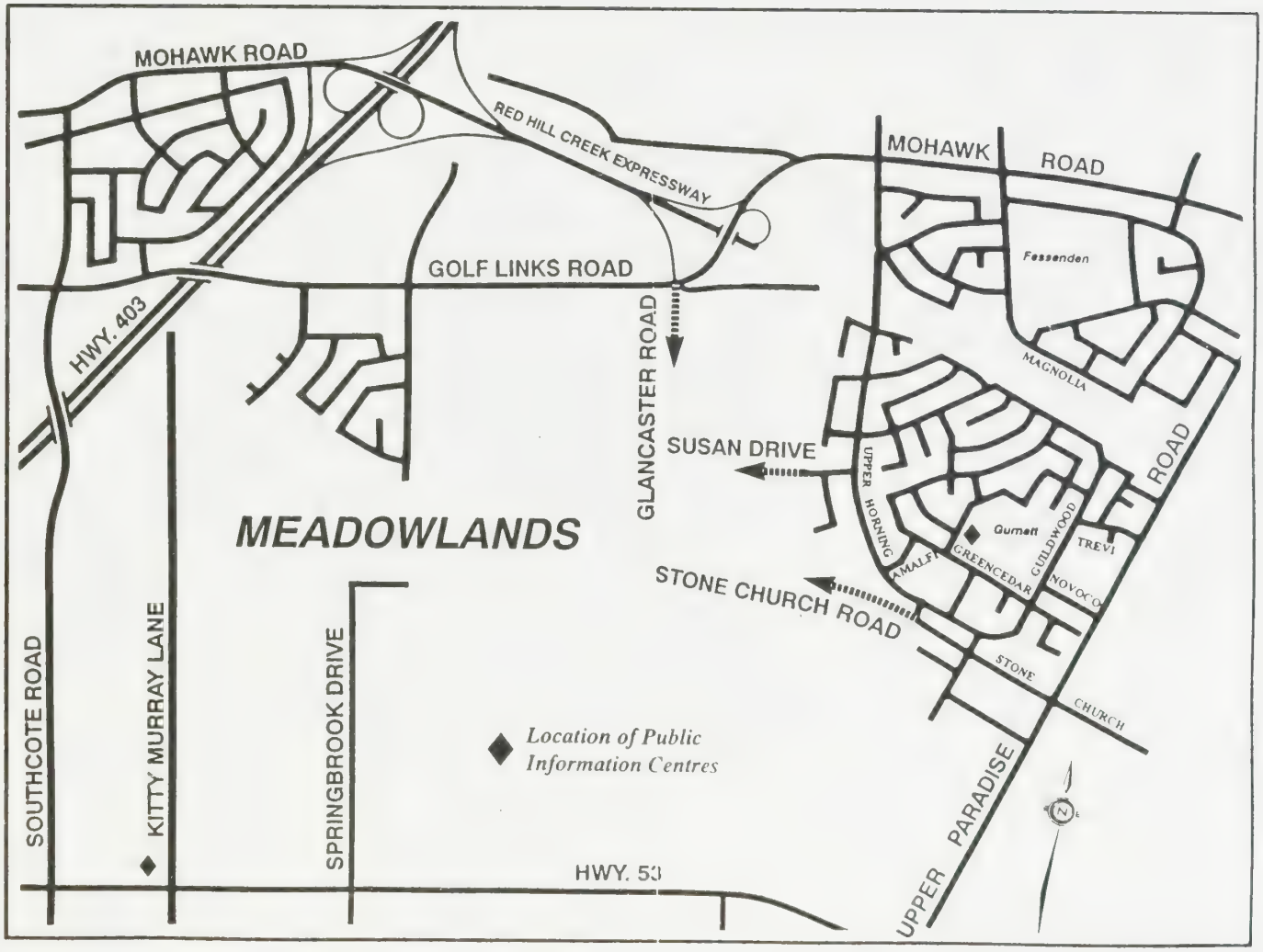
STAGING OF THE PROJECT

Approval under the Class Environmental Assessment process is being sought to extend Glancaster Road from the Mohawk / Golf Links Road interchange to Hwy. # 53; Susan Drive from the City of Hamilton to the Glancaster Road extension; and Stone Church Road from the City of Hamilton to Southcote Road in Ancaster.

The Region, however, is proposing to stage the construction of the extensions. Initially, there will be a need to ensure access to the Red Hill Creek Expressway interchange at Mohawk / Golf Links Road.

Staging of the road construction will be based on:

- discussions with the public
- financial considerations
- immediate road needs
- traffic volumes
- development in the Meadowlands



Advert ran in Brabant on
Oct. 7 and Oct. 14.
Ad ran in Spectator on
Oct. 7 and Oct. 10

File No	
Letter No	
Date:	OCT 7/92
ROADS	ENV. SERVICES
Director	Director
Admin.	Admin.
Prog. & Devel.	Prog. & Prelim. Des.
Predesign & Spec. Proj. ✓	Plant Oper.
Design & Const.	Infra. Maint.
PaRCIL	Waste Mgmt.
Cust. Serv.	Lab
Filed By	Ans By

FILE No. 60 07 01 4
LETTER No.
PROJECT OFFICE
OCT 9 1992

DIRECTOR	ANS. BY
MAN. ENG.	
PROJ. ENG.	
PLANNER	
PMG	FILED BY

GLANCASTER ROAD, STONE CHURCH ROAD AND SUSAN DRIVE ROAD EXTENSIONS

OCT 7/92

CLASS ENVIRONMENTAL ASSESSMENT

The Region is proposing to extend two regional roads (Glancaster Road and Stone Church Road) and one local road (Susan Drive) into the Meadowlands. The planning for the project will follow the process described in the provincially approved document Class Environmental Assessment for Municipal Road Projects. Environmental Assessment approval is being sought for the entire project, however, construction will be staged.

The road extensions are required to provide access from the Gurnett neighbourhood to the Meadowlands, the Red Hill Creek Expressway Interchange at Mohawk/Golf Links Road and Highway 403; and to provide a Regional road network in the Meadowlands.

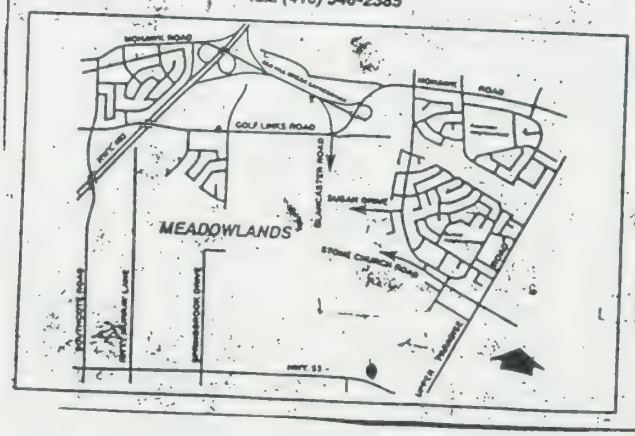
The project is now in the planning stages and alternative route locations for the roads have been developed. The public is encouraged to attend an information centre and provide comments on these routes.

If you have questions or require additional information on the project please plan to attend a Public Information Centre at:

Location: St. Vincent De Paul Separate School (gymnasium), 295 Greencedar Dr., Hamilton
Date: Monday October 19, 1992
Time: 6:30 - 8:30 p.m. with a staff presentation at 7:00 p.m.
and
Location: Ancaster Agricultural Society, 625 Hwy. #52E
Date: Wednesday October 21, 1992
Time: 6:30 - 8:30 p.m. with a staff presentation at 7:00 p.m.

If you cannot attend the information centre, but require information please contact:

Pamela Hubbard, Environmental Planner or
Marco Oddi, Project Manager
at
Roads Department
10th Floor
25 Main Street West
Hamilton, Ontario
ph: (416) 546-4277
fax: (416) 546-2385



REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

1.

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

ALT. A STONE CHURCH
ALT. 3 IF GLANCASTER IS STRAIGHTEN TO 53

FIGURE OUT WHAT TO DO WITH THE ENVIRONMENTALLY SENSITIVE AREA FIRST

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _

Address:

Postal Code: _

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

2

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

I AM PLEASED THAT THE CLOSURE OF UPPER HORNING HAS BEEN APPROVED, AND HOPE THAT THE CONSTRUCTION OF ALTERNATE ROADS WILL PROCEED AS QUICKLY AS POSSIBLE WITH DUE CARE & RESPECT FOR THE WETLANDS ENVIRONMENT.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: ___

Address: ___

Postal Code: ___

3

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

I am very happy the Hornby will be closed off and that the Susan Drive & Stonechurch Rd is a good idea.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _

Address: _

Postal Code: _

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

4 ✓

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

I think it is important to find the balance between protection of the environment and the socio-economic needs of the area. In my opinion that balance is in Alt. 4 for Glancaster and Alt. B for Stonechurch

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: __

Address: _

Postal Code:

5
V

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

My interest is seeing Stonechurch Rd. extended. There is a need for another route out of Ancaster since Golf Links is no longer a through street to Upper Hawking

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _

Address:

Postal Code:

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

IN ORDER TO PROSIDE ACCESS TO THE GURNETT NEIGHBOURHOOD DO TO THE CLOSING OF UPPER HORNING I WOULD LICKE TO SEE THE EXNTION OF STONECHURCH ROAD GLANCASTER ROAD AND SUSAN DRIVE ALL SIMULTENIUSOLY TO PREVENT ANY BIG INFLUSS OF TRAFFIC INTO THE GURNETT NEIGHBOURHOOD.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _

Address:

Postal Code:

7

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

WHEN STONE CHRUCH RD IS COMPLETED THRU SOUTHCOTE STUDY SHOULD BE MADE SHOWING SURFACE WATER NATURAL DRAINAGE FROM SPRINGBROOK DRIVE. WATER FLOW NORTH.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name:

Address:

Postal Code:

8

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

owns approximately 85 acres at 1061 Rymal Road East. We strongly believe that a Secondary Plan should be initiated for the southern portion of the Meadowlands area to concur with the E.A in the area. It seems only natural to relate land uses with road networks. We request the Town and/or Region initiate the process as expeditously as possible. Several studies being conducted through the E.A. process would form a solid basis for a secondary Plan.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _

Address: ___

Postal Code: _

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

9V

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

SUSAN DRIVE AND U. HORNING WILL BECOME A BOTTLE NECK EVEN AFTER STONE CHURCH AND GLANCASTER R.D ARE BUILT.

SUSAN DRIVE WILL BECOME AN OVERUSED RESIDENTIAL STREET - SUCH AS UPPER HORNIN IS NOW.

HOWEVER - GLANCASTER TO STONE CHURCH CANNOT BE BUILT SOON ENOUGH TO END THE PROBLEMS ON U. HORNING.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _

Address: _

Postal Code: _

10

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

THE WEST MOUNTAIN AREA HAS BECOME EXTENSIVELY DEVELOPED AND NORTH OF HIGHWAY 53 HAS VIRTUALLY DEPLETED ALL OPEN LAND. THE PROPOSED DEVELOPMENT IS AN ATTEMPT TO EXTEND HAMILTON LAND BOUNDARY TO CONTINUE WIPING OUT EXISTING GREEN SPACE IN ANCASTER.

THE MEADOWLAND AREA IS UNIQUE IN SEVERAL REGARDS BUT PRIMARILY AS AN AREA WHICH HAS NOT YET SEEN THE ENCROACHMENT OF MAN.

I HAVE LIVED IN THE AREA FOR YEARS AND FREQUENTLY USE THE OPEN SPACE FOR HIKING & RECREATION. THERE ARE ALWAYS PEOPLE USING & ENJOYING NATURE IN THIS AREA.

I BELIEVE THE DEVELOPMENT OF ROADS IN THIS AREA WILL HASTEN ITS DEMISE. THE EXISTING OPEN SPACE SHOULD BE ENHANCED TO FURTHER ITS RECREATIONAL VALUE AND NOT DEVELOPED ONLY BECAUSE ITS THE NEXT MOST CONVENIENT LOCATION TO BUILD.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: ___

Address: _

Postal Code: _

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

I am concerned about the possible increase in traffic on Stonechurch. If you make it too many lanes it will become more of a dragstrip than it is now. We have a lot of young children in our neighbourhood + it is difficult to get across the street to come towards the schools. I know there are crossing guards but is busy other times of the day as well when you are trying to get across.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: __

Address: _

Postal Code: _

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

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ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

I would like to see Alternative 3 because it will keep the sensitive area preserved. But I would like to see Alt. D for Stonechurch.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _____

Address: _____

Postal Code: _____

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

✓13

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

- How will projects to extend Glancaster Rd. avoid it being used like a hwy to Caledonia, via Twenty & Dickenson
- To bad no take home materials were provided
- Location the pts.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _____

Address: _____

Postal Code: _____

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

I WOULD HAVE TO STRESS THE CONNECTION OF STONECHURCH TO THE NEW GLANCASTER ROAD AT THE SAME TIME AS THE PROPOSED SUSAN DRIVE CONNECTION TO THE NEW GLANCASTER RD. WITHOUT STONECHURCH BEING CONNECTED MAKES THIS WHOLE PROJECT A SHAM AS SUSAN DRIVE IS ONLY 2 LANES AND IT WOULD NOT ELIMINATE THE TRUCK TRAFFIC + CAR TRAFFIC ON UPPER HORNING A RESIDENTIAL NEIGHBORHOOD.

MAYBE MORE POLICE INSP OF HEAVY TRUCKS ON THIS ROAD WOULD STOP SOME OF THESE TRUCK DRIVERS FROM USING THIS ROAD

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name:

Address:

Postal Code:

V 15

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

As I live north of Susan Drive I would like to see the extension of Stone Church Rd and Susan drive completed at about the same time. There will be pressures against extending Susan Drive and force those of us in the north to drive to Stone Church Road for access to the 403 hwy and the expressway.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name:

Address:

Postal Code:

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

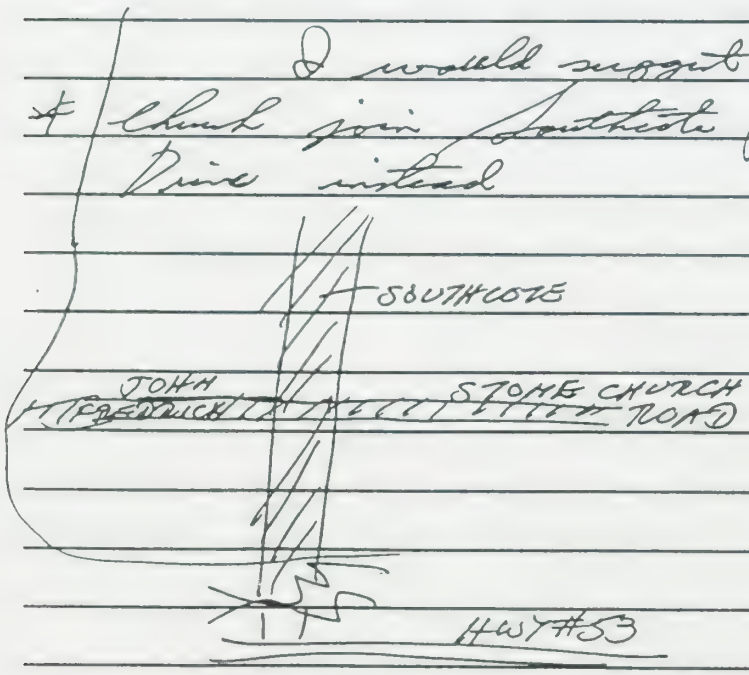
COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

I live on Southcote Road in Ancaster, 2 homes before Calder Drive.

The extension of Stone Church Road, planned for five lane would meet Southcote Road, (a two lane road) three homes distance from ours.

I would suggest looking at having Stone Church join Southcote Road at John Frederick Drive instead



Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _____

Address: _____

Postal Code: _____

17 v

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

Request pedestrian walkway over Expressway at Upper Horning.
We feel it would be an excessive distance to walk from our area to shopping on either Mohawk (or Stonechurch) if we have to use the walkway at Magnolia Dr.
Residents have no alternative but to use a car - there is no place for children or teens to walk when Upper Horning is closed.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name:

Address: ____

Postal Code: _____

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

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ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

- I would like to see as much green space preserved as possible.
- There are not many woodlands areas left on the west mountain and we are closing in on our last bit of green space.
- There will be too much wildlife at stake if this woodland & wetlands area is developed not just endangered plants, but deer, birds, etc. as well.
- A good solution would be for this area or part to be purchased by the Conservation authority (when funding is available)
- Please don't forget the environments!! These woodlands areas can not be built again, once they are gone — they are gone!!
- if this must be done use the alternative with the least amount of development in this area.
- We need open space areas & keep this area environmentally sensitive

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _____

Address: _____

Postal Code: _____

- ~~Disaster should be concerned because has always been a Community concerned about the env~~

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REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

Staging critical re extension of Stone Church Rd before Susan Dr. changed.

Upper Horning needs a weight restriction on it now. Certainly before more road construction. Foundations of new homes on U. Horning cracking due to heavy traffic.

Consideration should be given to extending Stone Church and the part of Glancaster from Stone Church to Mohawk as the Priority. (What & when the needs of the rest of area may be won't matter for some time.

Leave the Susan Dr. hook-up out of any planning for now. Access can be off Stonechurch at Omni.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _____

Address: _____

Postal Code: _____

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

A SUGGESTION WAS MADE THAT SUSAN DRIVE MAY BE EXTENDED BEFORE THE STONECHURCH ROUTE IS CONNECTED TO GLANCASTER ROAD. MY CONCERN IS OF THE INCREASE TRAFFIC AND THE DANGER FOR CHILDREN WALKING HOME FROM SCHOOL. I LIVE OFF OF SUSAN DRIVE AND THAT WOULD MEAN THAT THE MAJORITY OF THE CHILDREN WALK ROUTE WOULD HAVE THE INCREASED TRAFFIC.

MY HOME PRESENTLY BACKS ONTO THE ENVIRONMENTAL SENSITIVE AREA. I WOULD LIKE TO BE ASSURED THAT THE CONNECTION OF STONECHURCH RD. TO GLANCASTER ROAD DOES NOT JOIN TO MY BACKYARD.

I WOULD LIKE TO RECOMMEND THAT BOTH ROUTES BE OPENED AT THE SAME TIME AS OPPOSED TO DOING SUSAN OR FIRST.

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _

Address: _____

Postal Code: _

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

21

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

* need Susan Drive extn
- need better left turn lights @
Mohawk & Parking in [illegible]

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: _

Address: _

Postal Code: _

✓ 22

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

SUSAN DR EXTENTION IS REQUIRED

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name: ____

Address: ___

Postal Code: __

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ROADS DEPARTMENT

PROJECT: EXTENSIONS OF GLANCASTER ROAD, STONE CHURCH ROAD, SUSAN DRIVE

COMMENT SHEET

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT:

I was pleased with the presentation it was very informative and thorough. I prefer Alt. #3 and Alt B. I feel Glancaster road should be one long road which will effectively anyable highway to our area. I also fel that the environmentally sensitive area should be protected as much as possible.

Thank you

FILE No. 60.01.01
LETTER No.
PROJECT OFFICE
OCT 30 1992
DIRECTOR | ANS. BY
MAN. EST.
PER.
FILED BY

Please leave your completed comment sheet with staff or deliver to:

Roads Department
Special Projects Office
25 Main Street West, Suite 1000
Hamilton, Ontario
L8P 1H1

Name:

Address

Postal Code:

APPENDIX C

PUBLIC INFORMATION CENTRE
JUNE 23 and 24, 1993

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (416) 546-4277
Tel. (416) 546-2380
Fax (416) 546-2385

This letter forwarded to the following:

Our File No. 60.07.01.1

May 7, 1993

Re: Extensions of Glancaster Road, Stone Church Road and Susan Drive, Ancaster

The Region has retained the services of UMA Engineering Ltd. to manage the Class Environmental Assessment and Preliminary Design for the above project.

Status of Project

1. PHASE 1 - COMPLETE

2. PHASE 2 - EVALUATION OF ALTERNATIVE ROAD LOCATIONS

At this point in the process, we have refined the alternative road locations taking into consideration the environmental features on the site and engineering constraints.

In order to compare the alternative road locations, we have prepared a list of criteria. The criteria are factors that will be taken into consideration in evaluating the alternative road locations. For example, one of the factors is property. For each alternative road location, we will estimate the area of land required, the number of dwellings affected, and the number of properties affected. This evaluation will assist us in making a recommendation on the preferred road locations.

Enclosed is a list of the criteria that we intend to use to compare the alternative road locations. This list has been based on discussions with you, Regional and local municipal staff, and the public who attended the information centres.

Review of Criteria

Please review the criteria and provide your comments. For example, have we missed any criteria that you feel are important in comparing the alternatives? Are the measurements of each criteria reasonable?

Some criteria may be more important than others in the evaluation process. If you feel that there are particular criteria that are more important than others, please indicate this in your comments.

Meeting with Property Owners

Following receipt of your comments, the Study Team will evaluate the alternative road locations and prepare an evaluation summary showing how the alternatives were evaluated and recommending a preferred location for each road.

A meeting will be held with the property owners to review this preliminary evaluation and request input on the preferred location. This meeting will be held:

DATE:	Wednesday, June 16, 1993
LOCATION:	Roads Department 25 Main Street West, 10th Floor
TIME:	9:00 a.m. - 12:00 noon

Public Information Centres

Public information centres will be held:

1)	DATE:	Wednesday, June 23, 1993
	LOCATION:	Gordon Price Elementary School 11 Guildwood Drive, Hamilton
	TIME:	6:30 - 9:00 p.m.
2)	DATE:	Thursday, June 24, 1993
	LOCATION:	Merritt Hall Ancaster Agricultural Society 625 Highway 53, Ancaster
	TIME:	2:00 p.m. - 9:00 p.m.

The purpose of the information centres will be to present the road alternatives, the evaluation of alternatives and the preferred option, and to provide an opportunity for the public to comment on the latter.

Please provide your comments on the evaluation criteria by FRIDAY, MAY 21, 1993. It is important that we receive your comments by this date in order to incorporate them into the evaluation process.

If you have any questions or cannot make the meeting please contact me at the above number.

Yours truly,

Pamela Hubbard
Environmental Planner

ph:dt
Encl.

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

June 9, 1993

COPY

File No.: 1931-038

Mr. Neal Ferris
Development Plans Review
Heritage Policy Branch
Southwestern Region
Ministry of Culture, Tourism and Recreation
55 Centre Street
London, Ontario
N6J 1T4

Dear Mr. Ferris:

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive
Notice of Public Information Centre

The Regional Municipality of Hamilton-Wentworth is holding two Public Information Centres (PICs) to obtain comments on the road route alternatives that have been developed, and on other project information. Please take note of the PIC schedule in the enclosed brochure should you wish to attend.

If you have any comments regarding this project, please provide them to the undersigned, or to Pamela Hubbard at the Regional Municipality of Hamilton-Wentworth (refer to address in brochure), by **July 8, 1993.**

Thank you for your participation in this project.

Yours very truly,

UMA ENGINEERING LTD.

Nancy Sollitt, B.E.S.
Acting Manager
Environmental Assessment Group
NS\pr

Enclosures

cc: Ms Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

Mr. John Nielsen
Chairman, LACAC

Mr. Charlie McConnell
Staff Liaison, LACAC
Town of Ancaster

Mr. Peter Carruthers
Heritage Branch
Ministry of Culture, Tourism and Recreation

PIC2\NOTICE.LTR\1931-038

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#2
DISTRIBUTION LIST

PROVINCIAL AGENCIES

Mr. Neal Ferris
Development Plans Review
Heritage Policy Branch
Southwestern Region
Ministry of Culture, Tourism and Recreation
55 Centre Street
London, Ontario
N6J 1T4

cc: Mr. John Nielsen
Chairman, LACAC
1070 Fiddler's Green
Ancaster, Ontario
L9G 3L1

Mr. Charlie McConnell
Staff Liaison, LACAC
Town of Ancaster
300 Wilson Street East
Ancaster, Ontario
L9G 2B9

Mr. Peter Carruthers
Heritage Branch
Ministry of Culture, Tourism and Recreation
77 Bloor Street West. 2nd Floor
Toronto, Ontario
M7A 2R9

Mr. Edd Gera
Hamilton-Wentworth Roman Catholic
Separate School Board of Education
Administration Building
Box 2012
90 Mulberry Street
Hamilton, Ontario
L8N 3R9

Mr. Allan Greenleaf
Director of Education
Wentworth County Board of Education
Education Centre
357 Wilson Street East
Ancaster, Ontario
L9G 4B7

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#2
DISTRIBUTION LIST

Mr. Ed Gill, Chief
Approvals and Planning Section
West Central Region
Ministry of the Environment and Energy
Box 2112
119 King Street West, 12th Floor
Hamilton, Ontario
L8N 3Z9

Mr. Dale Carleton
Planning Coordinator
Cambridge District
Ministry of Natural Resources
Box 2186
605 Beaverdale Road
Cambridge, Ontario
N3C 2W1

Mr. Darcy Baker
Senior Planner
Administration Office and Central Workshop
Hamilton Region Conservation Authority
838 Mineral Springs Road
Ancaster, Ontario
L9G 3L3

Mr. J.K. Robinson
District Engineer
District #4, Burlington
Ministry of Transportation
Box 2050
1182 North Shore Boulevard East
Burlington, Ontario
L7R 3Z9

MUNICIPAL

Regional
Mr. W. O'Brien, Director
Transportation/Environmental Services Group
Hamilton Street Railway
Regional Municipality of Hamilton-Wentworth
330 Wentworth Street North
Hamilton, Ontario
L8L 5W2

Attention: Mr. A. McLaughlin
Coordinator, Transit Planning

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#2
DISTRIBUTION LIST

Mr. K. Brenner, Manager
Programming and Preliminary Design
Environmental Services Department
Regional Municipality of Hamilton-Wentworth
35 King Street East, 4th Floor
Hamilton, Ontario
L8N 4A9

Attention: Mr. M. Robinson

Mr. V. Abraham
Local Planning Branch
Regional Municipality of Hamilton-Wentworth
Box 910
119 King Street West
Hamilton, Ontario
L8N 3V9

cc: Mr. W. Janssen, Division Head
Policy and Neighbourhood Planning
Local Planning Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

Mr. A. Georgieff, Director
Regional Planning Branch
Planning and Development Department
Regional Municipality of Hamilton-Wentworth
Box 910
119 King Street West, 14th Floor
Hamilton, Ontario
L8N 3V9

cc: Mr. D. Godley, Manager
Land Use and Policy

Mr. B. Pearce, MCIP
Head, Strategic Planning Division
Planning and Development Department
Regional Municipality of Hamilton-Wentworth
Box 910
119 King Street West, 14th Floor
Hamilton, Ontario
L8N 3V9

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#2
DISTRIBUTION LIST

Mr. Geoff Aston
Director of Programming and Development
Roads Department
Regional Municipality of Hamilton-Wentworth
71 Main Street West
Hamilton, Ontario
L8N 3T4

City of Hamilton

Chief G. Baker
Fire Department
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Town of Ancaster

Mr. Mel Iovio, MCIP
Director of Planning
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

Mr. B. Weatherly
Public Works Department
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

Chief R. Konkle
Fire Department
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

Mr. P. Harrison
Parks and Recreation Department
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#2
DISTRIBUTION LIST

Mr. Richard Tupholme, P.Eng.
Director of Engineering
Engineering Department
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

Township of Glanbrook

Mr. Morgan Pirie
Planner
Township of Glanbrook
Box 130
2965 Homestead Drive
Mount Hope, Ontario
L0R 1W0

INTEREST GROUPS

Mr. Ed Smee
Ancaster Conserver Society
368 Phillip Place
Ancaster, Ontario
L9G 2G8

Mr. Doug Kay, Conservation Director
Hamilton Naturalists Club
Box 89052
Hamilton, Ontario
L8S 4R5

UTILITIES

Ms Mary Kipp
Engineering Department
Bell Canada
1171 Pioneer Road
Burlington, Ontario
L7M 1K5

Mr. Paul Brown
Engineering Department
Hamilton Hydro
55 John Street North
Hamilton, Ontario
L8N 3E4

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#2
DISTRIBUTION LIST

Mr. R.J. Malvern, P.Eng.
Manager
Environmental Support & Integration Department
Ontario Hydro - H17 E22
700 University Avenue
Toronto, Ontario
M5G 1X6

Mr. Peter Blair
Community Relations Field Officer
Niagara River Hydroelectric Development Project
Community Relations Department
Ontario Hydro
700 University Avenue, H8 F2
Toronto, Ontario
M5G 1X6

Mr. R. Bridges, CST
Technician, III
Right-of-Way Department
TransCanada Pipelines Limited
111 5th Avenue South-West
Box 1000, Station "M"
Calgary, Alberta
T2P 4K5

Mr. Alf Roth
Union Gas Limited
360 Strathearne Avenue North
Hamilton, Ontario
L8N 3A5

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

June 9, 1993

COPY

File No.: 1931-038

Dear Mr.

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive
Notice of Public Information Centres

Thank you for providing the Region with your comments on the above project at the Public Information Centres in October, 1992. The alternative routes that you recommended will be compared with the other alternatives shown at the Information Centre to determine which road location best meets all of the Region's objectives.

The Environmentally Sensitive Area is being assessed by environmental consultants to determine its significance. Both the Ministry of Natural Resources and the Hamilton Region Conservation Authority are involved in this process.

UMA Engineering Ltd. has been retained by the Regional Municipality of Hamilton-Wentworth to carry out the preliminary design of the proposed regional and local road extensions in the Meadowlands in Ancaster, according to the requirements of the **Municipal Engineers Association Class Environmental Assessment for Municipal Road Projects (Class EA)** as a Schedule C activity.

The Region will be holding another set of Public Information Centres, the purpose of which is to provide an opportunity for individuals to:

i. be informed of the study's progress;

ii. review the route alternatives for each extension, the preliminary evaluation and the preliminary preferred route; and,

iii. provide input to the project regarding the potential routes and other project issues.

Comments received from the public and review agencies, at and following the Information Centres, will be incorporated in the evaluation of route alternatives and in the selection of the preferred route.

The Public Information Centres have been scheduled as follows:

1)	Date:	**Wednesday, June 23, 1993**
	Location:	Gordon Price Elementary School 11 Guildwood Drive, Hamilton
	Time:	6:30 - 9:00 p.m.
2)	Date:	**Thursday, June 24, 1993**
	Location:	Junior Building (entrance at rear of Marrit Hall) Ancaster Agricultural Society #625 Highway 53, Ancaster
	Time:	2:00 - 9:00 p.m.

Written or verbal comments regarding this project should be received by **July 8, 1993** in order that specific concerns may be considered in this and subsequent phases of the study. The results of the Class EA study will be documented in an Environmental Study Report (ESR), scheduled for completion at the end of the year. If concerns regarding this project cannot be resolved with Regional staff, a person/party may request that the Minister of the Environment and Energy "bump-up" this project to an Individual Environmental Assessment. Bump-up requests must be received within 30 days of filing of the ESR. Further notice will be given to those who have expressed interest, upon filing of the ESR. If there are no objections to the ESR, the project may proceed to construction.

If you have any further questions, please feel free to contact the undersigned, or Pamela Hubbard at the Region of Hamilton-Wentworth at 416-546-2388 (refer to enclosed brochure for address).

Yours very truly,

UMA ENGINEERING LTD.

Nancy Sollitt, B.E.S.
Acting Manager
Environmental Assessment Group
NS/MLC/mlc

Enclosures

cc: Ms Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

Mr. Mel Iovio
Director of Planning
Town of Ancaster

address, name, insert,cc

," The alternative routes that you recommended will be compared with the other alternatives shown at the Information Centre to determine which road location best meets all of the Region's objectives.

The Environmentally Sensitive Area is being assessed by environmental consultants to determine its significance. Both the Ministry of Natural Resources and the Hamilton Region Conservation Authority are involved in this process.", Mr. Mel Iovio
Director of Planning
Town of Ancaster"

," I understand that your concern is related to the wetlands. The wetlands will be considered as a factor in the location of the roads. Both the Ministry of Natural Resources and the Hamilton Region Conservation Authority are involved in the selection of road locations.",""

," The alternative road locations will be evaluated based on comments from the public, provincial agencies, and Regional departments. Although the proposal is to extend Stone Church Road and Susan Drive in the long term, the staging of the construction has not been decided.",""

." The alternative road locations that you recommended will be compared with the other alternatives shown at the Information Centre based on evaluation criteria that take into consideration the natural, social, cultural, technical, and economic environments, along with comments from the public, provincial agencies, and Regional departments. Evaluating the alternatives in this manner will help determine which road location best meets the objectives of the project.",""

" Your interest in seeing Stone Church Road extended will be considered in the staging of the construction, which has not yet been decided.",""

," The road locations you have suggested at the Information Centre will be evaluated based on comments from the public, provincial agencies, and Regional departments. The staging of the road construction has not been decided and we will seriously consider your recommendation to build Stone Church Road and Susan Drive at the same time.",""

," Your interest in ensuring that surface water and natural drainage are considered in the construction of Stone Church Road has been noted. Drainage is one of the factors that will be used to determine the best location for the roads. If drainage areas are part of a provincially significant wetland complex, the Region will be required to obtain approval from thd Ministry of Natural Resources for making any changes.",""

" Your interest in having the Region and/or the Town of Ancaster initiate the Secondary Planning Process for the southern part of the area has been noted. As you may be aware, the Regional Roads Department has no jurisdiction to initiate the Secondary Planning Process in a local municipality. However, we are very willing to participate in the process by ensuring that the information collected through this project is made available to the Town and/or its agents.

Decisions made in this environmental assessment study, such as number of lanes and types of entrances allowed, wetland classification, etc. will form the basis for the Secondary Planning process but do not necessarily require both processes be carried out simultaneously. It may be more important to ensure that the information we provide is useful in later studies and that road alignments ensure that there are developable land packages. This cannot be adequately determined until we have the Wetlands Policy Implementation Guidelines and until we know how the Environmentally Sensitive Area will be treated.

I strongly recommend that you formally contact Mel Iovio, Planning Director at the Town of Ancaster to discuss the possibility of initiating the secondary planning process.", Mr. Mel Iovio
Director of Planning
Town of Ancaster"

," Your concern for the potential traffic problems at the intersection of Susan Drive and Upper Horning Road has been noted. As well, your interest in seeing Stone Church Road extended to Glancaster Road as soon as possible will be considered in the staging of the construction.",""

," I understand that your concern is related to the potential development of the Meadowlands and loss of the Environmentally Sensitive Area as a recreational and natural area.

The Meadowlands is currently designated as Urban in the Ancaster Official Plan as a result of a lengthy Ontario Municipal Board Hearing in the 1980s. However, this does not mean that the entire area must be developed. The Town of Ancaster will be developing Secondary Plans for the area that will reflect the character of the site and land uses that are appropriate. Secondary Plans show the areas that are suitable, for example, for residential, open space, industrial, commercial, or institutional uses.

The majority of the Environmentally Sensitive Area and associated wetlands could be left as a natural area even if the roads are built. However, the Regional Roads Department will not make

this decision. The Town of Ancaster, Planning Department should be contacted for more information on this.

Concerns for the preservation of the natural areas will be taken into consideration in the evaluation of alternative locations for the roads. The Ministry of Natural Resources and the Hamilton Region Conservation Authority are involved in the evaluation of road locations.","
Mr. Mel Iovio
Director of Planning
Town of Ancaster"

," I understand your concern is the need to preserve as much green space as possible in the Meadowlands area.

The environmental assessment process requires that we consider the natural, social, economic and cultural environment when we examine alternatives for this road project. Therefore, we have to balance the need for the project with the impacts on the various components of the environment. The environmental studies we are carrying out on the wetlands and fisheries will help us to decide on the location that impacts the natural environment the least.

You suggested in your comments that the Conservation Authority purchase the area. No decision will be made by the Regional Roads Department on the purchase of the Environmentally Sensitive Area. The use of land outside of the Regional road allowance will be decided by the Town of Ancaster through the development of a Secondary Plan and in consultation with landowners in the area and agencies such as the Hamilton Region Conservation Authority, and the Ministry of Natural Resources."," Mr. Mel Iovio
Director of Planning
Town of Ancaster

Mr. Darcy Baker
Planner
Hamilton Region Conservation Authority"

'," I understand that your concerns are related to the future number of lanes on the Stone Church Road extension and the ability to cross the street safely.

At this point in the project, there will probably be two lanes required for the extension. The number of lanes we choose depends on the expected volume of traffic. Current analysis shows that two lanes are warranted west of Glancaster Road, and two or four lanes east of Glancaster Road. The minimum road allowance would be 30 metres + cut/fill space.

Your concern for the safety of people crossing the road has been noted. Both the number of lanes and the types of safe crossings will be looked at in more detail after we have decided on the location for the road. At that time you will have another opportunity to comment.","

" I understand that your concern with the project is that the Glancaster Road extension may provide an easy route for vehicles to use Highway 20 and Dickinson Road to get to Caledonia.

At this point it is difficult to know how the extensions will affect traffic patterns. However, the Glancaster Road Extension may not link up directly with the existing Glancaster Road at Highway 53. We are also assessing the location of the extension at Highway 53, west of the existing Glancaster Road. In addition, the construction of the new Glancaster Road will be staged. The south end of the road (from the Stone Church Road extension) will not be built until development creates a demand for it.

In the meantime, the Ministry of Transportation is in the design stages of the Highway 6 extension (from Highway 403 to Caledonia) with construction expected within the next five years and the Red Hill Creek Expressway, Mountain Section, is scheduled to be completed in 1997.

You also suggested that take home materials would have been useful. At the upcoming Information Centres, we will take your advice and provide the public with information brochures and maps.","

," I understand that your concerns are related to the staging of the construction. In particular, you are concerned with the possibility of building Susan Drive before Stone Church Road.

At this point in the project, the decision of which roads to build in the first stage has not been made. We will take into consideration community concerns such as yours when that decision is made but will also have to consider the timing of the Upper Horning Road closure and the ability to provide an alternative access within the schedule for the Red Hill Creek Expressway.","

," I understand that your concerns are related to the staging of the construction. In particular, you would like to ensure that Susan Drive and Stone Church Road are built at the same time.

At this point in the project, the decision of which roads to build in the first stage has not been made. We will take into consideration community concerns such as yours when that decision is made but will also have to consider the timing of the Upper Horning Road closure and the ability to provide an alternative access within the schedule for the Red Hill Creek Expressway.","

," I understand that your concerns are related to the location of the intersection of the Stone Church Road extension on Southcote Road. You would like to see Stone Church Road meet John Frederick Drive instead. We will take your recommendation into consideration and look at the feasibility of connecting Stone Church Road to an existing road.

At this point in the project, the location of the roads has not been decided. We will take into consideration community concerns such as yours when that decision is made.","

."I understand your concern is that there will be no pedestrian access across the Expressway when Upper Horning Road is closed. The Region has conducted pedestrian traffic counts at the Magnolia Drive and Guildwood Drive location as well as the Upper Horning road location. They have determined that there is an average of 300 pedestrians

using the Magnolia and Guildwood Drive crossing while the count for pedestrians using the Upper Horning Road crossing was approximately 78.

The Ministry of Transportation provides a subsidy for those pedestrian crossings that are used by at least 300 pedestrians. Under this criterion, the Upper Horning Road crossing would not be eligible for funding. In addition, because of the topography at Upper Horning Road, a pedestrian crossing would need to have a large number of stairs and an extremely long wheelchair ramp. Given the small number of users at this site, the lack of funding, as well as the close proximity to Magnolia Drive and Guildwood Drive pedestrian crossing, it would not be cost efficient to provide a pedestrian crossing at this location.","

,"I understand that your concerns are related to the staging of the construction. In particular, you would like to ensure that Susan Drive is constructed after the eastern section of Stone Church Road and the northern section of Glancaster Road are built.

At this point in the project, the decision of which roads to build in the first stage has not been made. We will take into consideration community concerns such as yours when that decision is made but will also have to consider the timing of the Upper Horning Road closure and the ability to provide an alternative access within the schedule of the Red Hill Creek Expressway.

You also expressed a concern with the existing heavy traffic on Upper Horning Road and the need to enforce vehicle weight restrictions. The City of Hamilton Traffic Department has been informed about your concerns related to heavy traffic on Upper Horning Road.", Mr. M. Main Traffic Department, City of Hamilton"

,"I understand that your concerns are related to the staging of the construction. In particular, you recommended that Susan Drive be constructed at the same time as Stone Church Road.

At this point in the project, the decision of which roads to build in the first stage has not been made. We will take into consideration community concerns such as yours when that decision is made but will also have to consider the timing of the Upper Horning Road closure and the ability to provide an alternative access out of the west end and the Gurnett neighbourhood.

You also expressed a concern that Stone Church Road could adjoin your backyard. From a preliminary examination, it appears that none of the proposed alternatives shown at the Information Centre would be closer than 90 metres from the back of your property line to the edge of the road right-of-way. More precise measurements will be available when the preliminary design is developed.","

."I understand that you would like to ensure that the Susan Drive extension is constructed.

At this point in the project, the decision of which roads to build in the first stage has not been made. We will take into consideration community concerns such as yours when that decision is made but will also have to consider the timing of the Upper Horning Road closure and the ability to provide an alternative access out of the west end and the Gurnett neighbourhood.

You also expressed a concern with the need for better left turn lights at Mohawk Road and Upper Horning in the interim. The City of Hamilton Traffic Department has been advised of the need to examine the timing of the lights at Upper Horning Road and Mohawk Road."," Mr. M. Main

Traffic Department, City of Hamilton"

," I understand that you support the extension of Susan Drive. At this point in the project, the decision of which roads to build in the first stage has not been made. We will take into consideration community concerns such as yours when that decision is made but will also have to consider the timing of the Upper Horning Road closure and the ability to provide an alternative access within the schedule of the Red Hill Creek Expressway.","

," The alternative road locations you support will be evaluated based on comments from the public, provincial agencies, and local and Regional departments. The staging of the road construction has not been decided. It is unlikely that we will build all of the Glancaster Road extension in the first stage, however, because there is no development proposed in the south section of the area at this time.","

TRAFFIC DEPARTMENT

City of HAMILTON

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (416) 546-4510 / Fax (416) 546-2419

1993 June 27

Dear

Re: Enforcement of Truck Route Regulations on Upper Horning Road

Thank you for the comments expressed by yourself at the Regional Public Information Centre in 1992 October. We have received notification of your concerns from UMA Engineering Ltd. by copy of letter sent to yourself dated 1993 June 9 regarding truck route traffic on Upper Horning Road. We appreciate this matter being brought to our attention and are taking steps to address the issue.

Upper Horning Road is a collector roadway and is not classified as a Regional Truck Route. By copy of this letter the Traffic Department is requesting the Hamilton-Wentworth Regional Police to increase enforcement of truck route regulations on Upper Horning Road.

We trust that this meets with your concerns. Thank you again for bringing this to our attention. If you have any further comments please contact Rick Walshaw in the Traffic Department at 546-4589.

Yours truly,

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

DA/ca

cc: Rick Walshaw, Traffic Department
Hamilton-Wentworth Regional Police
Nancy Sollitt, UMA Engineering Ltd.
5080 Commerce Blvd, Mississauga, Ontario
L4W 4P2

RECEIVED
JUN 30 1993
UMA ENGINEERING LTD.

BACKGROUND & PROBLEM

The Regional Municipality of Hamilton-Wentworth received approval for the Red Hill Creek Expressway in 1985. This included the closure of Upper Horning Road at the Expressway, scheduled for 1995.

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Due to these issues, the Region is undertaking this planning and design study to consider development of new roads in the Meadowlands area.

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The Region has looked at a number of planning solutions to the problem. A number of studies have been carried out to assist the Region in identifying potential effects of each alternative considered (wetlands evaluation, fish habitat assessment, archaeological assessment, traffic analysis).

A Public Information Centre, held in October 1992, was the first opportunity for the public in the area to provide comments on the project. The Region has incorporated comments from the public, external agencies, and Regional and local municipal staff into an evaluation of alternative solutions, and recommends the provision of new roads as the best overall solution to the problems of access and traffic.

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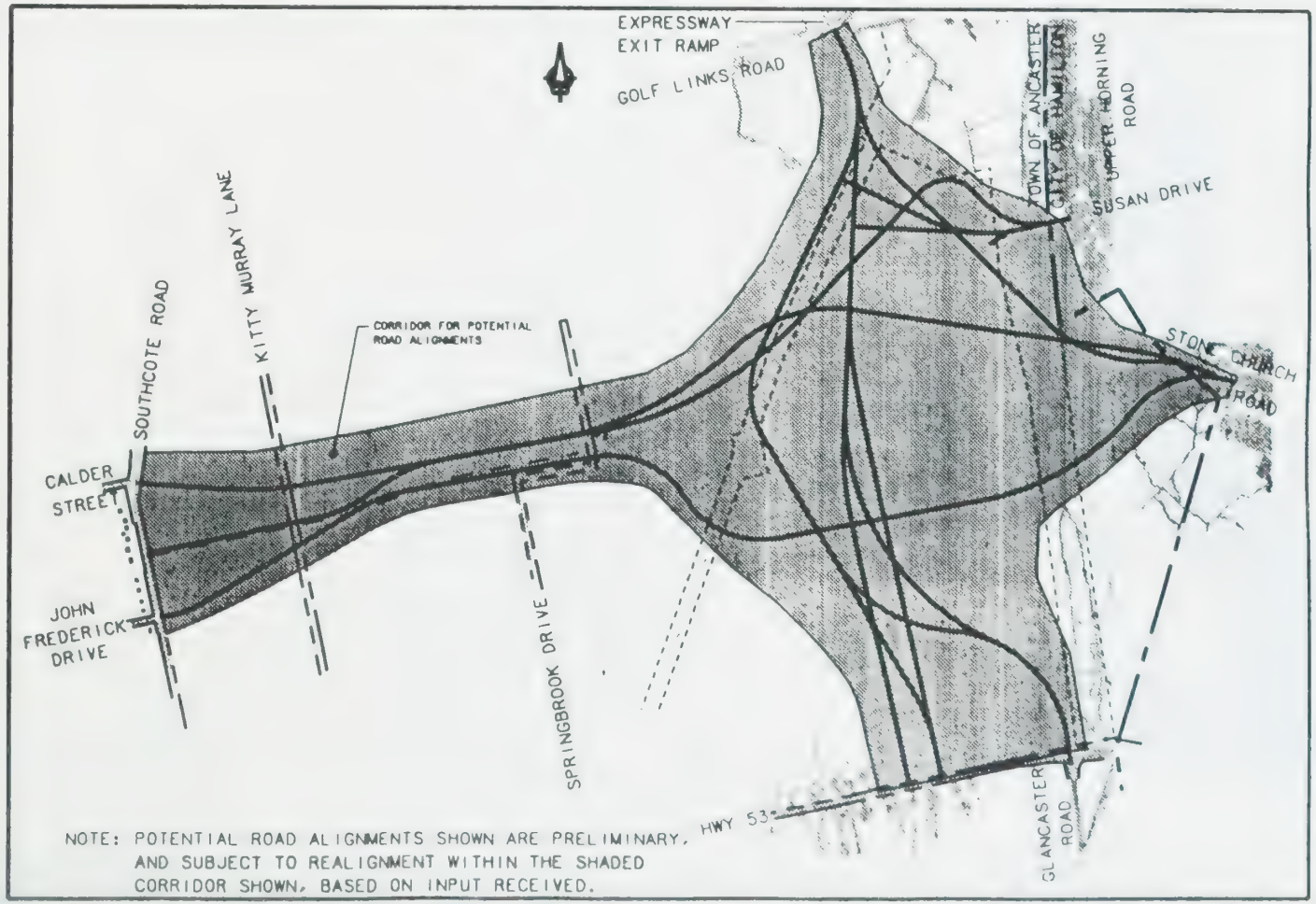

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1) Date: **Wednesday, June, 23, 1993**
Time: 6:30 p.m. to 9:00 p.m.
Location: Gordon Price Elementary School
11 Guildwood Drive
Hamilton, Ontario

2) Date: **Thursday, June 24, 1993**
Time: 2:00 p.m. to 9:00 p.m.
Location: Junior Building (entrance to the rear of Marrit Hall)
Ancaster Agricultural Society
#625 Highway 53
Ancaster, Ontario

If you cannot attend an Information Centre, but have questions or comments, please contact either:

Ms Nancy Sollitt, Acting Manager
Environmental Assessment Group
UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario L4W 4P2
tel: (416) 238-0007
fax: (416) 238-0038

OR

Ms Pamela Hubbard
Environmental Planner
Regional Roads Department
Regional Municipality of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1
tel: (416) 546-4277
fax: (416) 546-2385

NOTES

Regional Municipality of Hamilton-Wentworth
ROADS DEPARTMENT

NOTICE OF PUBLIC INFORMATION CENTRE

Proposed Regional and Local Road Extensions to

Glancaster Road, Stone Church Road, and Susan Drive

in the Meadowlands, Town of Ancaster

ANCASTER • DUNDAS • FLAMBOROUGH GLANBROOK • HAMILTON • STONEY CREEK

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

NOTICE OF PUBLIC INFORMATION CENTRE

Proposed Regional and Local Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive in the Meadowlands, Town of Ancaster Class Environmental Assessment

The Region is proposing to extend two Regional roads (Glancaster Road and Stone Church Road) and one local road (Susan Drive) into the Meadowlands. The planning for the project will follow the process described in the provincially approved document Class Environmental Assessment Document for Municipal Road Projects. Environmental Assessment approval is being sought for the entire project, however, construction will be staged.

The road extensions are required to provide access from the Gurnett neighbourhood to the Meadowlands, the Red Hill Creek Expressway interchange at Mohawk/ Golf Links Road and Highway 403, and to provide a Regional road network in the Meadowlands.

The Region has revised and evaluated the route alternatives shown to the public at Information Centres held in October 1992. The public is encouraged to attend another Information Centre and provide comments on the revised routes and the evaluation of the routes. Comments received from the public and review agencies will be incorporated in the evaluation of the route alternatives and in the selection of the preferred alternative.

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Location: Gordon Price Elementary School
11 Guildwood Drive, Hamilton
Time: 6:30 - 9:00 p.m.

Staff
Presentation: 7:00 p.m.

AND

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Ancaster Agricultural Society
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Time: 2:00 - 9:00 p.m.

Staff
Presentation: 2:30 p.m. & 7:00 p.m.

UMA Engineering Ltd. has been retained by the Region as the consulting engineer for this project. Further information regarding this project may be obtained by contacting:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

Attention: Nancy Sollitt, Acting Manager
Environmental Assessment Group

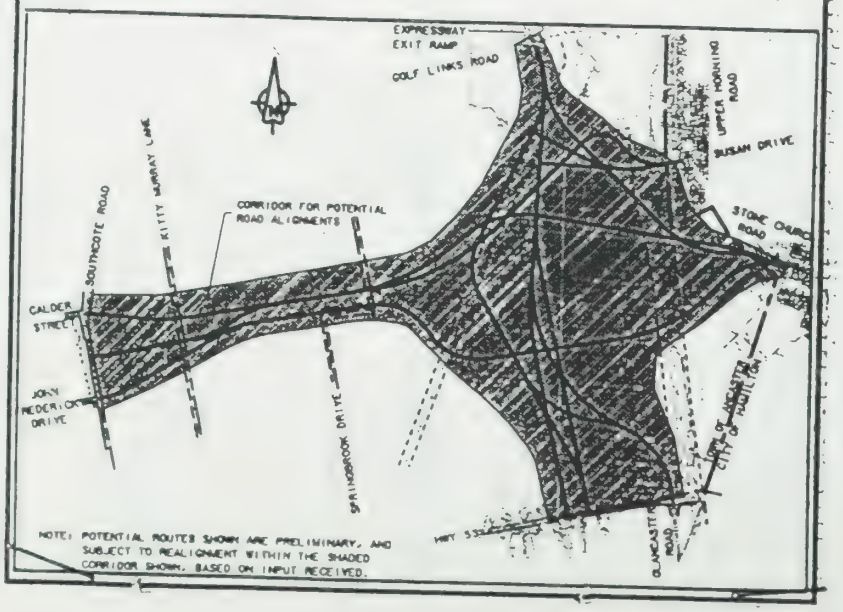
OR

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

(416) 546-2388
(416) 546-2385

Pamela Hubbard
Environmental Planner

Written or verbal comments regarding this project should be received by July 8, 1993, in order that specific concerns may be considered in this and subsequent phases of the study. The results of the Class EA study will be documented in an Environmental Study Report (ESR), scheduled for completion at the end of the year. If concerns regarding this project cannot be resolved with Regional staff, a person/party may request that the Minister bump-up this project to an Individual Environmental Assessment. Bump-up requests must be received within 30 days of filing of the ESR. Further notice will be given to those who have expressed interest, upon filing of the ESR. If there are no objections to the ESR, the project may proceed to construction.



Regional Municipality of Hamilton-Wentworth

Class Environmental Assessment
Proposed Regional and Local Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive
in The Meadowlands

Town of Ancaster

INFORMATION PACKAGE

- Newspaper Notice
- Brochure
- Comment Sheet
- Information Centre Displays

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

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REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH
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Proposed Regional and Local Road Extensions to Glancaster Road,
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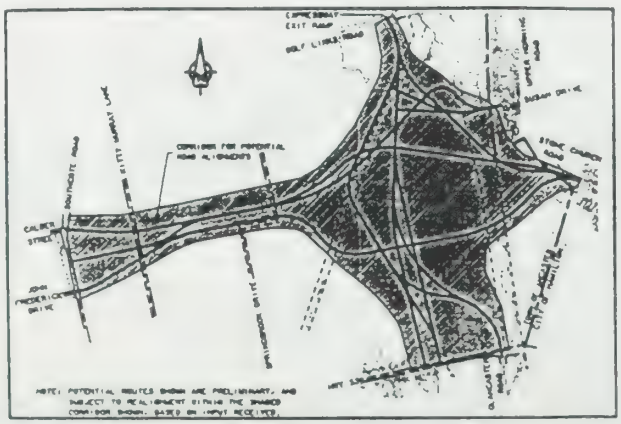

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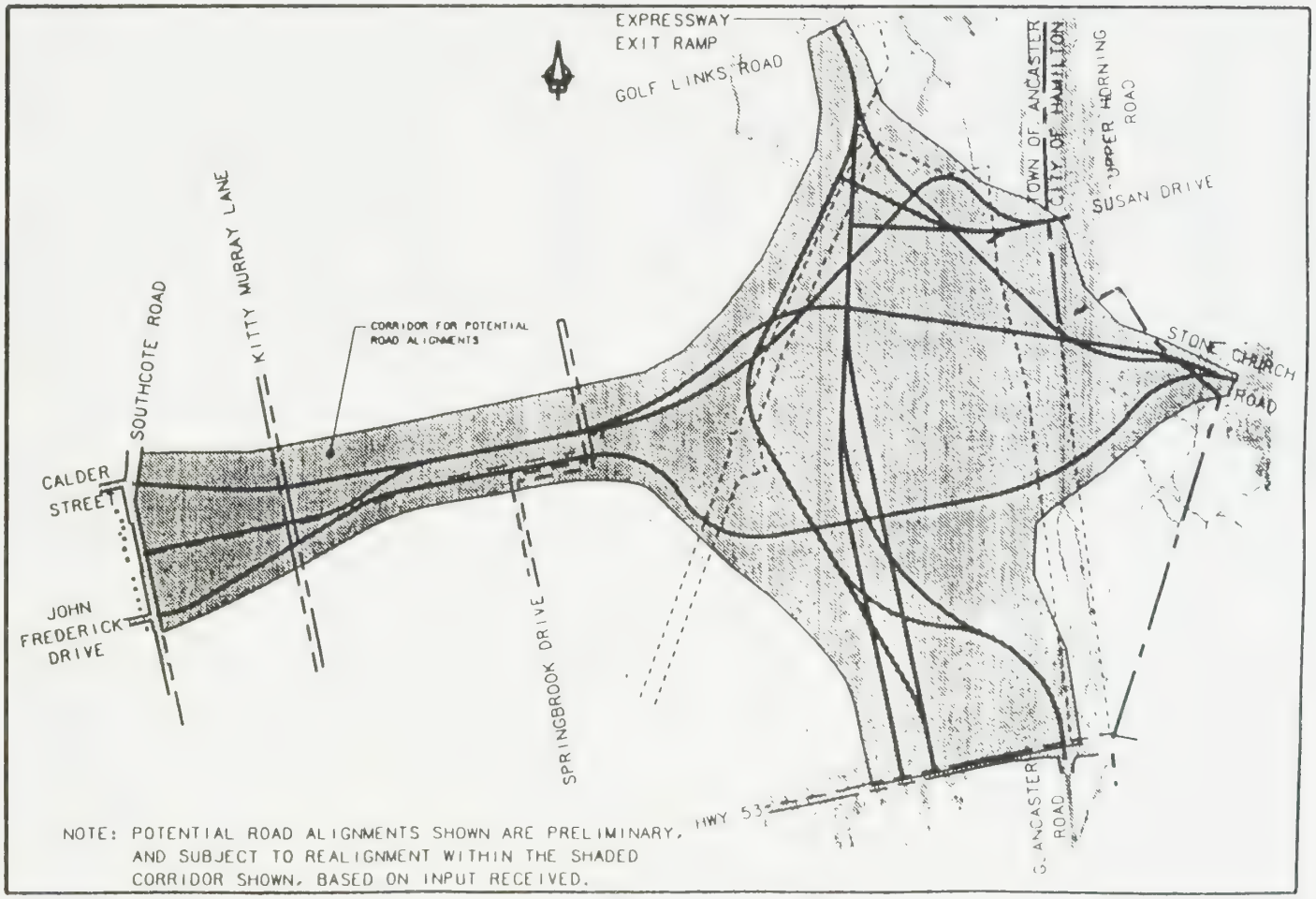

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PURPOSE OF INFORMATION CENTRES

Public Information Centres are informal "drop-in" centres where individuals are provided with the opportunity to:

1. review displays for the project;

2. be informed of the study's progress to date;

3. review the problem, alternatives, potential impacts, and evaluation criteria used to evaluate the options;

4. discuss the project with representatives from the Region and the Region's consultant; and,

5. provide input on the options being considered before decisions are made, that will guide the direction of the study.

BACKGROUND INFORMATION

Regional Issues

- The Region received approval for the Red Hill Creek Expressway in 1985. This included the closure of Upper Horning Road at the Expressway.

- Regional Council confirmed the closure of Upper Horning Road at its meeting of October 6, 1992.

- Upper Horning Road is scheduled to be closed in 1995.

Ancaster Issues

- The Town of Ancaster is developing a secondary plan for the Meadowlands. Identification of the future location of any proposed Regional roads will assist in developing a plan for land uses in the Meadowlands.

PROBLEM DEFINITION

- Upper Horning Road will be closed as part of the Red Hill Creek Expressway Construction.

- The closure of Upper Horning Road requires that an alternative access be provided to the Gurnett neighbourhood for fire, police, and other emergency services.

- Upper Horning Road is a local road but is currently being used as an arterial road.

- A Regional road network supports the Secondary Planning for the Meadowlands.

PURPOSE OF PROJECT

- To provide a Regional arterial road to replace Upper Horning Road.
- To provide an alternative emergency access route to the Gurnett neighbourhood.
- To provide the basis for Secondary Planning in the Meadowlands (accommodate growth and development in an area designated for development).

CLASS ENVIRONMENTAL ASSESSMENT (CLASS EA)

What is a Class EA?

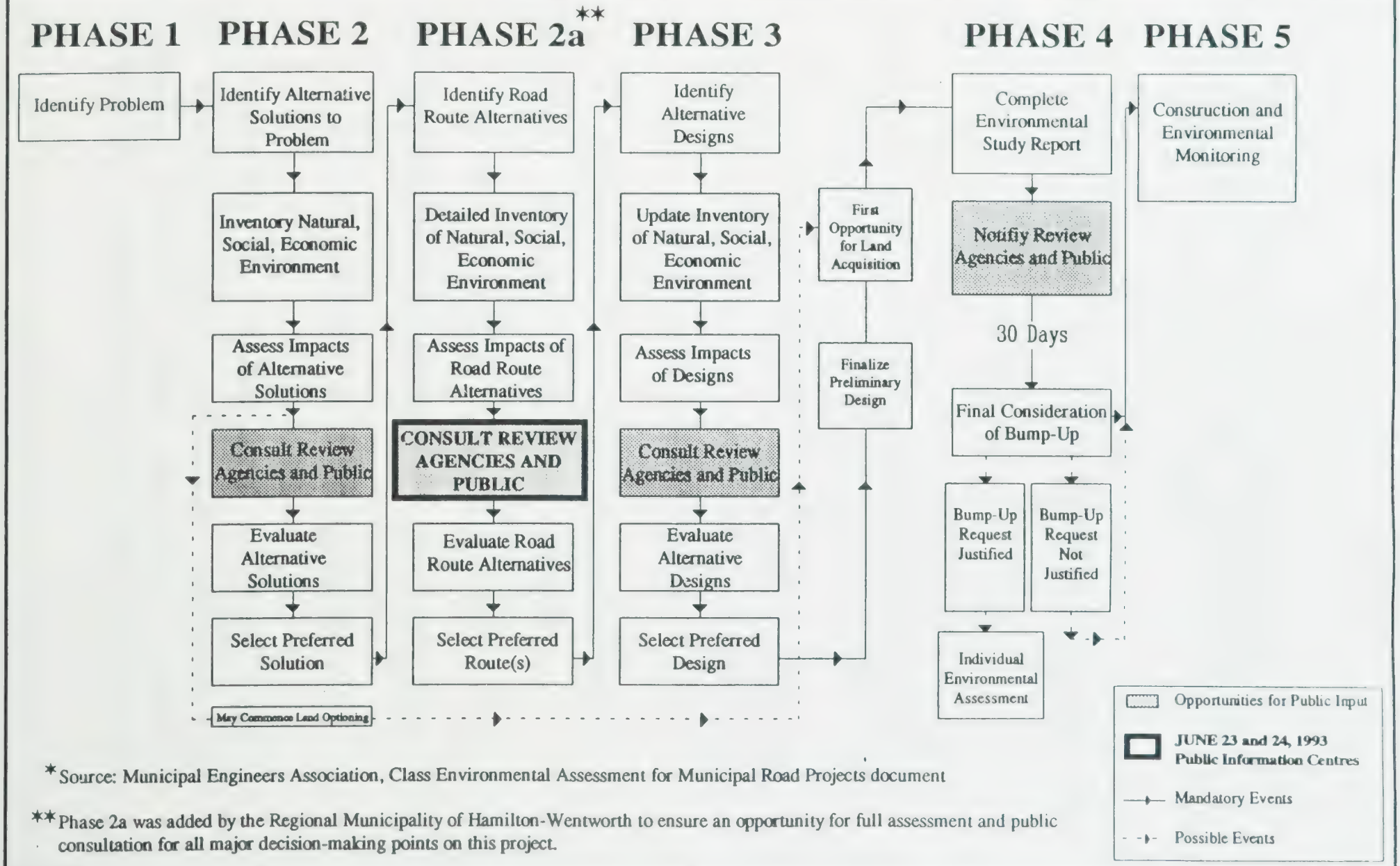
A Class EA is a planning and design process that details a problem, and compares and evaluates alternative solutions and design concepts, resulting in a recommended solution to the problem.

Projects subject to a Class EA process include municipal road, sewage and water projects which display common characteristics and are:

- recurring;
- usually similar in nature to other related projects;
- usually limited in scale;
- predictable range of environmental effects; and,
- responsive to mitigating measures.

The Class EA considers all aspects of the environment, including potential natural, social, cultural, economic, and technical effects and appropriate mitigation/enhancement measures.

CLASS ENVIRONMENTAL ASSESSMENT PROCESS*



*Source: Municipal Engineers Association, Class Environmental Assessment for Municipal Road Projects document

**Phase 2a was added by the Regional Municipality of Hamilton-Wentworth to ensure an opportunity for full assessment and public consultation for all major decision-making points on this project.

POTENTIAL SOLUTIONS

1) Do Nothing	- close Upper Horning as planned - do not provide Regional roads in the Meadowlands
2) Widen or Improve Existing Road	- provide an overpass at Upper Horning at the Expressway - do not provide Regional roads in the Meadowlands
3) Limit Growth	- discourage development in the Meadowlands - do not provide Regional roads in the Meadowlands - close Upper Horning as planned
4) Provide New Roads	- close Upper Horning as planned - plan Regional roads in the Meadowlands

Following an evaluation of the alternatives considering the natural, social, cultural, economical and technical impacts, Provision of New Roads (Solution #4) is recommended as the best overall solution.

COMPARISON OF POTENTIAL SOLUTIONS

1. DO NOTHING (close Upper Horning Road)

Advantages

- no impact on natural and physical environmental features in Meadowlands
- maintains green space adjacent to Tiffany Creek
- residential character of Gurnett neighbourhood maintained

Disadvantages

- no secondary access to/from West Gurnett neighbourhood
- less convenient turnaround for transit
- does not support Meadowlands Secondary Plan
- extends travel time and distance
- increases traffic on existing roads
- no secondary emergency access for West Gurnett

2. IMPROVE EXISTING ROAD (overpass at Upper Horning Road)

Advantages

- minimal impact on natural and physical environmental features adjacent to Upper Horning Road
- maintains pedestrian/vehicular traffic (may also be considered a disadvantage)
- maintains green space in Meadowlands

Disadvantages

- does not support Secondary Plan in Hamilton or Meadowlands
- traffic noise and infiltration continues
- local road (Upper Horning) continues to act as an arterial road
- large cost to build overpass and incorporate into Expressway scheduling
- property required

3. LIMIT GROWTH

Advantages

- no Regional roads required in Meadowlands
- no impacts on natural and physical environmental features
- maintains green space in Meadowlands

Disadvantages

- may result in fewer services and reduced infrastructure for Meadowlands
- requires major changes to Secondary Plans
- does not address secondary emergency service access to West Gurnett neighbourhood

4. PROVIDE NEW ROADS

Advantages

- provides an arterial road replacement for Upper Horning Road
- provides a secondary emergency service access for West Gurnett
- provides opportunities for development in Meadowlands
- supports Meadowlands and Hamilton Secondary Plan
- traffic infiltration in Gurnett neighbourhood is reduced

Disadvantages

- impacts natural environmental features in Meadowlands
- property required
- archaeological work may be required (may also be considered an advantage due to identification and documentation)
- large cost (staged over a number of years)

ROUTE ALTERNATIVES

The evaluation of potential solutions to the problem concluded that the best overall solution is to provide new roads to service the existing and projected traffic. The next step is to identify and evaluate alternative routes.

Existing potential road connection points at the boundaries of the Meadowlands area include the:

- Golf Links/Mohawk Road interchange to the north;
- Stone Church Road and Susan Drive to the east;
- Glancaster Road area to the south; and,
- John Frederick Drive and Calder Street area to the west.

A number of potential alignments were identified, to service travellers from possible connection points the north, south, east, and west of the Meadowlands area, with the aim of minimizing environmen impacts (includes natural, social, cultural, economic, and technical impacts). The route alternatives and assessment of impacts follow. (Note that any of the east-west route alternatives can be connected to any of the north-south alternatives.)

IMPACT ASSESSMENT CRITERIA

The following criteria were used to evaluate the route alternatives.

ISSUE	CRITERION	MEASURE
1. NATURAL ENVIRONMENT		
a) Class 3 Wetland	• Significant biological features	• significant plants affected e.g. Hawthorn, Bush Clover, Virginia Mint
		• Cooper's Hawk affected
		• deer yard affected
	• Wetland components	• number of components severed (fragmentation) or eliminated
	• Fisheries	• net loss of fish productivity capacity
b) Environmentally Sensitive Area (ESA) #23	• ESA integrity	• degree of severance, minor (periphery) or major (fragmentation)
	• Significant hedgerow linkage features	• effect on significant features
c) Hydrological Functions	• Wetland: - minimize change in base flow	• % change in base flow
	- minimize change in storage	• reduction in storage
	• Floodplain: no alteration to floodplain	• number of stream crossings
		• impact to floodplain
	• Runoff: - minimize change in peak flow	• % change in downstream erosion
		• % difference between available pipe capacity
	- quality of runoff water	• % change in runoff water quality
	• Recharge/Discharge Function: maintenance of recharge areas	• % impact on recharge potential
d) Soils	• Erodible soils	• area of high potential to contribute sediment downstream
	• Steep Slopes (1:1 horizontal to vertical slopes)	• area of steep slopes
	• Type and strength of soils	• adequacy of soils to support roadway
2. TRAFFIC		
a) Traffic Services	• Provision of adequate traffic services	• volume/capacity ratio
b) Access	• Access from Gurnett Community (Susan Drive) to Golf Links Road intersection at Red Hill Creek Expressway	• estimated total travel time

IMPACT ASSESSMENT CRITERIA

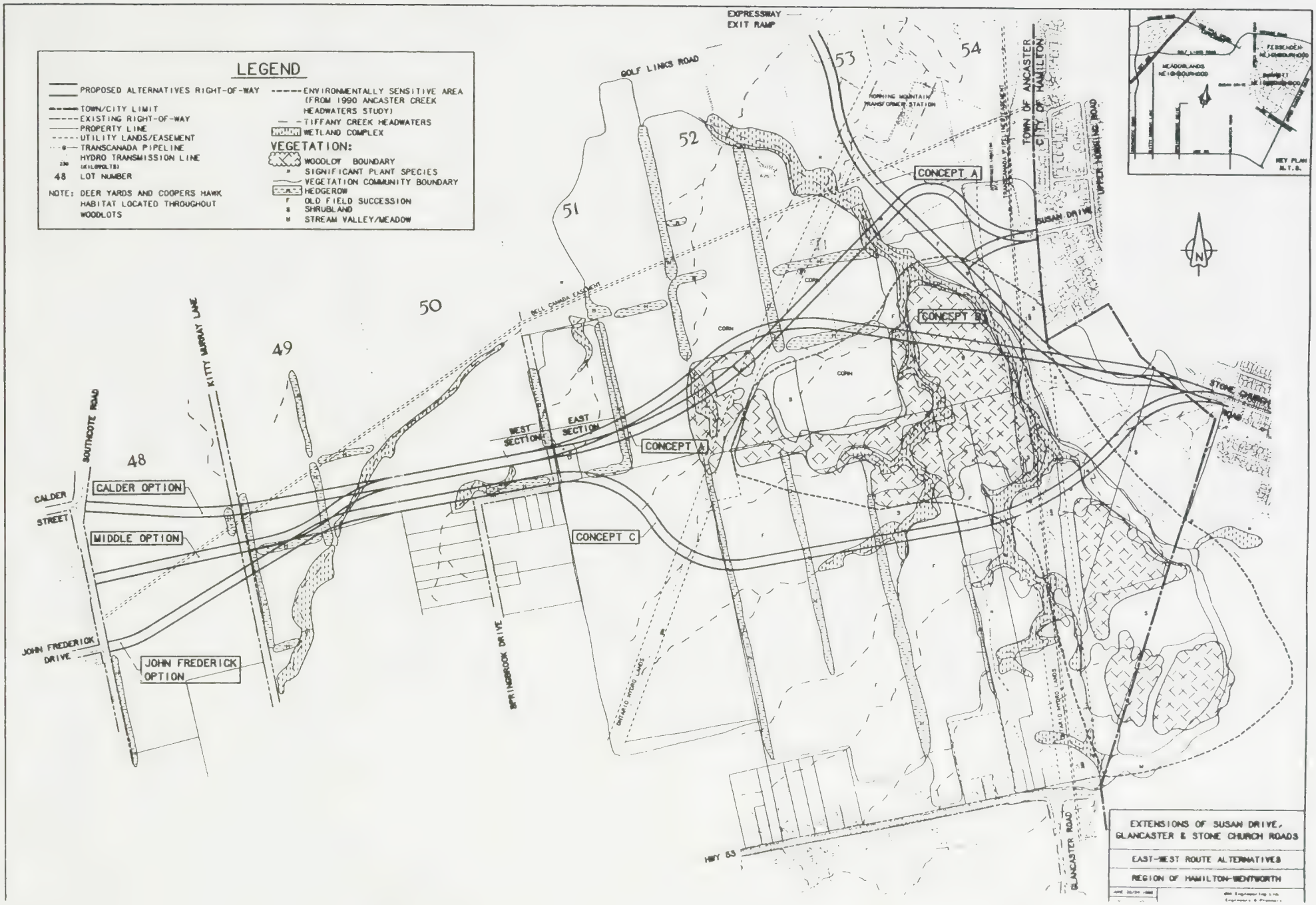
The following criteria were used to evaluate the route alternatives.

ISSUE	CRITERION	MEASURE
	• Access to and from Meadowlands Development	• estimated total travel time from development to Expressway and 403
	• Emergency Service Routes - hospitals, fire department	• estimated total travel time
c) Transit Route Compatibility	• Directness of bus routing between Meadowlands and Hamilton	• ability to service developable land
	• Location of bus recovery point	• ability to provide bus recovery road in short term
d) Future Glancaster Road Extension	• Ability to extend Glancaster Road south of Highway 53	• estimated $ value (1993 $) for new road
		• potential to change land use
3. ENGINEERING		
a) Design	• Route length	• metres
	• Percentage of route on a curve	• %
	• Greater than 3% vertical grade	• %
	• Compatibility with Glancaster/Stone Church/Susan Drive extensions	• grade at intersection
		• intersection angle
b) Staging / Flexibility	• Ability to maintain construction schedule	• estimated time delay (months)
c) Utility Conflicts	• Ontario Hydro lines	• length of relocation
	• TransCanada Pipelines	• length of relocation
	• Bell Canada	• length of relocation
	• Watermain backfeed to Meadowlands Boulevard	• ability to provide watermain within right-of-way
4. LAND USE		
a) Future Land Use	• Commercial, industrial and residential development opportunities	• hectares of new development area
	• Usable road frontage (outside ESA and wetland)	• length of usable road frontage
	• Walking paths / Bicycle route	• length required to provide route through area

IMPACT ASSESSMENT CRITERIA

The following criteria were used to evaluate the route alternatives.

ISSUE	CRITERION	MEASURE
		• connectivity with greenspace along Tiffany Creek and associated valley stream
b) Secondary Plans	• Compatibility with secondary plans	• compatibility with subdivision approvals and neighbourhood plans
c) Present Land Use	• Recreational uses	• recreational area displaced/disrupted
	• Commercial uses	• number of commercial uses directly impacted
	• Industrial uses	• number of industrial uses directly impacted
d) Property	• Area required	• hectares
	• Dwellings directly affected	• number of houses removed
	• Properties directly affected	• number of houses adjacent to road
		• number of properties within the road right-of-way
5. COMMUNITY		
a) Noise	• Typical noise level in 2004 (10 years after construction)	• decibels (dBA)
b) Landscape Aesthetics	• From existing residential areas	• scenic views (good/fair/poor)
c) Community	• Services affected - schools/colleges, churches	• number of services directly impacted
	• Impact from additional north-south, and east-west arterial/collector	• change in traffic volume in residential areas
6. CULTURAL		
a) Archaeological	• Archaeological sites	• number of sites within right-of-way
	• Archaeological potential for sites	• high, medium, low
b) Heritage Features	• Heritage features and cultural landscapes, e.g. structures	• number of heritage features affected
7. COST		
a) Cost	• Estimated cost of route alternatives	• $ value (1993 $)
	• Estimated cost of overall route network	• $ value (1993 $)


LEGEND
PROPOSED ALTERNATIVES RIGHT-OF-WAY
TOWN/CITY LIMIT
EXISTING RIGHT-OF-WAY
PROPERTY LINE
UTILITY LANDS/EASEMENT
TRANSCANADA PIPELINE
HYDRO TRANSMISSION LINE (KILOVOLTS)
48 LOT NUMBER
NOTE: DEER YARDS AND COOPERS HAWK HABITAT LOCATED THROUGHOUT WOODLOTS
ENVIRONMENTALLY SENSITIVE AREA (FROM 1990 ANCASTER CREEK HEADWATERS STUDY)
TIFFANY CREEK HEADWATERS
WETLAND COMPLEX
VEGETATION:
WOODLOT BOUNDARY
SIGNIFICANT PLANT SPECIES
VEGETATION COMMUNITY BOUNDARY
HEDGEROW
OLD FIELD SUCCESSION
SHRUBLAND
STREAM VALLEY/MEADOW
EXPRESSWAY EXIT RAMP
GOLF LINKS ROAD
MORNING MOUNTAIN TRANSFORMER STATION
TOWN OF ANCASTER
CITY OF HAMILTON
UPPER JOHN ROAD
SUSAN DRIVE
STONE CHURCH ROAD
KITTY MURRAY LANE
SOUTHCOTE ROAD
CALDER STREET
JOHN FREDERICK DRIVE
BELL CANADA EASEMENT
WEST SECTION
EAST SECTION
CALDER OPTION
MIDDLE OPTION
JOHN FREDERICK OPTION
CONCEPT A
CONCEPT B
CONCEPT C
SPRINGBROOK DRIVE
ONTARIO HYDRO LANDS
HWY 53
GLANCASTER ROAD
CORN
48
49
50
51
52
53
54
KEY PLAN N.T.S.
EXTENSIONS OF SUSAN DRIVE, GLANCASTER & STONE CHURCH ROADS
EAST-WEST ROUTE ALTERNATIVES
REGION OF HAMILTON-WENTWORTH

PRELIMINARY EVALUATION OF EAST-WEST ROUTE ALTERNATIVES
CRITICAL DETERMINING FACTORS

Factors for which there are significant differences in impacts between the alternatives, and thus are key in determining the preferred alternative.

ISSUE	CRITERIA	EAST SECTION*			WEST SECTION*		
		CONCEPT A **	CONCEPT B	CONCEPT C	CALDER OPTION	MIDDLE OPTION	JOHN FREDERICK OPTION
Natural Environment Issues - East West Alternatives							
a) Class 3 Wetland	- Significant biological features - Wetland components - Fisheries	Less features affected	Some features affected	Some features affected	N*** Wetland crossing S*** Wetland eliminated	N*** Wetland crossing S*** Wetland eliminated	N*** Wetland crossing S*** Wetland eliminated
b) Environmentally Sensitive Area (ESA)	- ESA integrity	Localized severance	ESA core severed	ESA core severed	No impact	No impact	No impact
c) Hedgerow/ Other Vegetation	- Significant hedgerow linkage features	3 hedgerows, woodlot affected	3 hedgerows, woodlot affected	3 hedgerows affectd	N*** 3 hedgerows S*** 2 hedgerows	N*** 2 hedgerows S*** 1 hedgerows	N*** 3 hedgerows S*** 2 hedgerows
Traffic Issues - East West Alternatives							
a) Traffic Services	- Provision of adequate traffic service	Two T-intersections	One 4-way intersection	One 4-way intersection	At existing intersection	New T-intersection	At existing intersection
Engineering Issues - East West Alternatives							
a) Design	- Route length - Percentage of route on curve - Greater than 3% vertical grade - Compatibility with other road extensions	Feasible design	Feasible design	Feasible design	Feasible design; most direct	Feasible design	Feasible design
Land Use Issues - East West Alternatives							
d) Property	- Area required - Dwellings and properties directly affected	6 properties within right-of-way	6 properties within right-of-way	9 properties within right-of-way	2 properties within right-of-way	2 properties within right-of-way	3 properties within right-of-way
Cost - East West Alternatives							
a) Cost	- Estimated cost of east-west route alternative	$ 2.4 million***	$ 1.4 million	$ 1.5 million	$ 1.0 million	$ 1.0 million	$ 1.0 million
	- Estimated cost of overall route network	$ 4.4 - 4.5 million	$ 4.5 - 4.8 million	$ 4.6 - 4.9 million	-	-	-

LEGEND:

- ● Positive Impact ↑
- ◕
- ◑ Impact Can Be Mitigated / No Impact
- ◔ ↓
- ○ Negative Impact

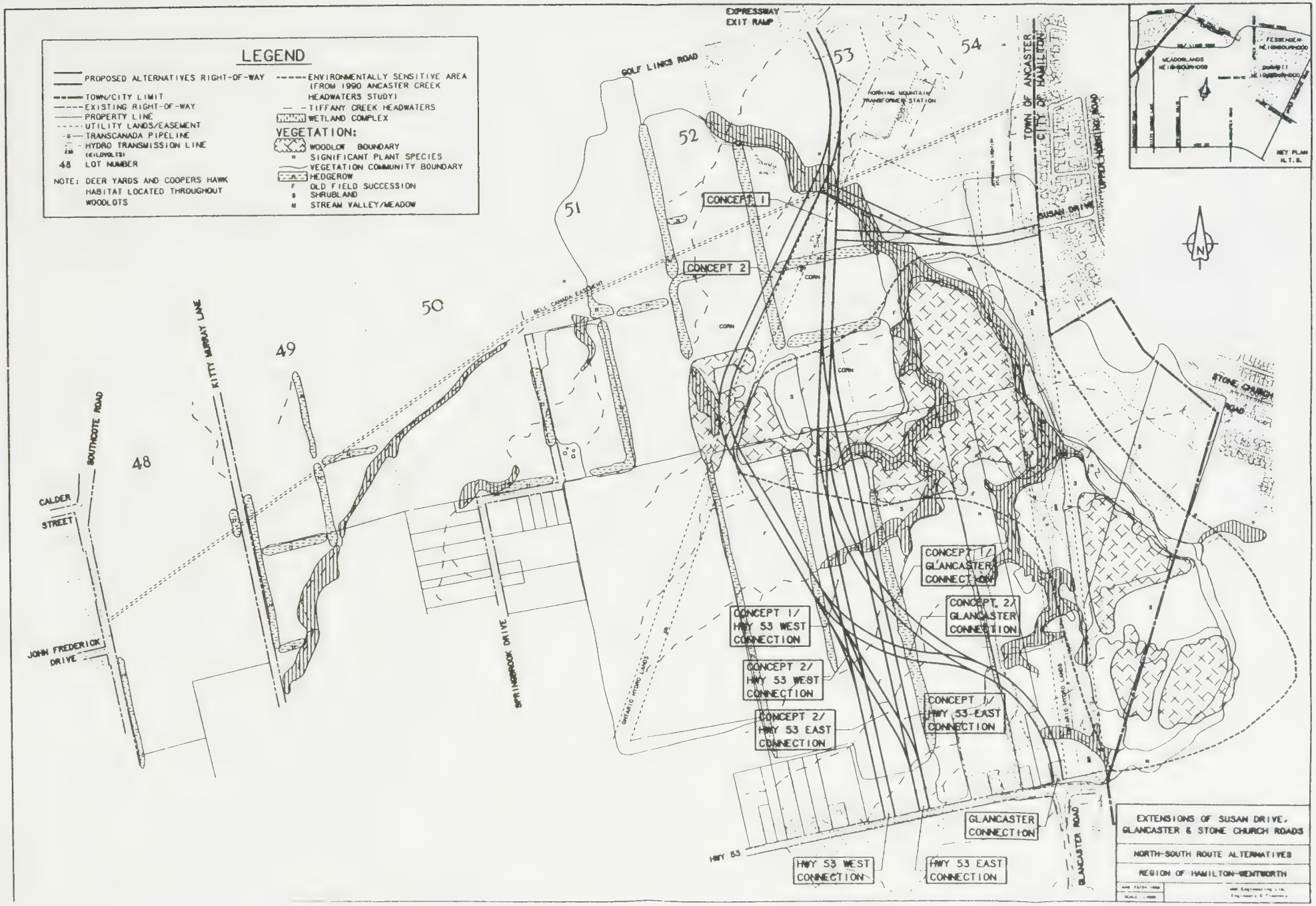
* East section and west section are evaluated separately; any of the three east options could potentially connect with any of the three west options.

** Concept A is a unique east-west route alternative; it includes a northern connection from Stone Church Road to Golf Links Road.

*** Refers to northern and southern options above Springbrook Drive.

**** $1.25 million for East Section;
$1.15 million for northern connection from Stone Church Road to Golf Links Road.

Although Concept A has a greater estimated cost in this evaluation, the overall cost of the resulting route network is comparable since it would require only the southern portion of the north-south connection.


LEGEND
PROPOSED ALTERNATIVES RIGHT-OF-WAY
TOWN/CITY LIMIT
EXISTING RIGHT-OF-WAY
PROPERTY LINE
UTILITY LANDS/EASEMENT
TRANSCANADA PIPELINE
HYDRO TRANSMISSION LINE (KILOVOLTS)
48 LOT NUMBER
NOTE: DEER YARDS AND COOPERS HAWK HABITAT LOCATED THROUGHOUT WOODLOTS
ENVIRONMENTALLY SENSITIVE AREA (FROM 1990 ANCASTER CREEK HEADWATERS STUDY)
TIFFANY CREEK HEADWATERS
WETLAND COMPLEX
VEGETATION:
WOODLOT BOUNDARY
SIGNIFICANT PLANT SPECIES
VEGETATION COMMUNITY BOUNDARY
HEDGEROW
OLD FIELD SUCCESSION
SHRUBLAND
STREAM VALLEY/MEADOW
EXPRESSWAY EXIT RAMP
GOLF LINKS ROAD
MORNING MOUNTAIN TRANSFORMER STATION
TOWN OF ANCASTER
CITY OF HAMILTON
SUSAN DRIVE
CONCEPT 1
CONCEPT 2
BELL CANADA EASEMENT
KITTY MURRAY LANE
SOUTHCOTE ROAD
CALDER STREET
JOHN FREDERICK DRIVE
SPRINGBROOK DRIVE
ONTARIO HYDRO LANDS
CONCEPT 1/ HWY 53 WEST CONNECTION
CONCEPT 2/ HWY 53 WEST CONNECTION
CONCEPT 2/ HWY 53 EAST CONNECTION
CONCEPT 1/ GLANCASTER CONNECTION
CONCEPT 2/ GLANCASTER CONNECTION
CONCEPT 1/ HWY 53-EAST CONNECTION
GLANCASTER CONNECTION
HWY 53 WEST CONNECTION
HWY 53 EAST CONNECTION
HWY 53
GLANCASTER ROAD
STONE CHURCH ROAD
MEADOWLANDS NEIGHBOURHOOD
FESSENDEN NEIGHBOURHOOD
KEY PLAN N.T.S.
EXTENSIONS OF SUSAN DRIVE, GLANCASTER & STONE CHURCH ROADS
NORTH-SOUTH ROUTE ALTERNATIVES
REGION OF HAMILTON-WENTWORTH

PRELIMINARY EVALUATION OF NORTH-SOUTH ROUTE ALTERNATIVES
CRITICAL DETERMINING FACTORS

Factors for which there are significant differences in impacts between the alternatives, and thus are key in determining the preferred alternative.

ISSUE	CRITERIA	CONCEPT 1 *			CONCEPT 2 *		
		HWY 53 WEST CONNECTION	HWY 53 EAST CONNECTION	GLANCASTER CONNECTION	HWY 53 WEST CONNECTION	HWY 53 EAST CONNECTION	GLANCASTER CONNECTION
Natural Environment Issues - North South Alternatives							
a) Class 3 Wetland	- Significant biological features - Wetland components - Fisheries	Less features affected	Less features affected	Less features affected	Some features affected	Some features affected	Some features affected
b) Environmentally Sensitive Area (ESA)	- ESA integrity	ESA severed	ESA severed	ESA severed	Peripheral effect	Peripheral effect	Peripheral effect
c) Hedgerow/ Other Vegetation	- Significant hedgerow linkage features	2 hedgerows affected	2 hedgerows affected	4 hedgerows affected	3 hedgerows affected	3 hedgerows affected	5 hedgerows affected
Traffic Issues - North South Alternatives							
d) Future Glancaster Road Extension	- Ability to extend Glancaster Road south of Highway 53	House and right-of-way required	Right-of-way required	Existing road	House and right-of-way required	Right-of-way required	Existing road
Engineering Issues - North South Alternatives							
a) Design	- Route length - Percentage of route on curve - Greater than 3% vertical grade - Compatibility with other road extensions	Feasible design; shortest route	Feasible design; shortest route	Feasible design	Feasible design	Feasible design	Feasible design, longest route
Land Use Issues - North South Alternatives							
d) Property	- Area required - Dwellings and properties directly affected	4 properties within right-of-way	4 properties within right-of-way	7 properties within right-of-way	4 properties within right-of-way	4 properties within right-of-way	7 properties within right-of-way
Cost - North South Alternatives							
a) Cost	- Estimated cost of north-south route alternative	$ 2.1 million**	$ 2.1 million**	$ 2.2 million***	$ 2.2 million**	$ 2.2 million**	$ 2.4 million***
	- Estimated cost of overall route network	$ 4.4 - 4.6 million	$ 4.4 - 4.6 million	$ 4.5 - 4.7 million	$ 4.4 - 4.7 million	$ 4.4 - 4.7 million	$ 4.5 - 4.9 million

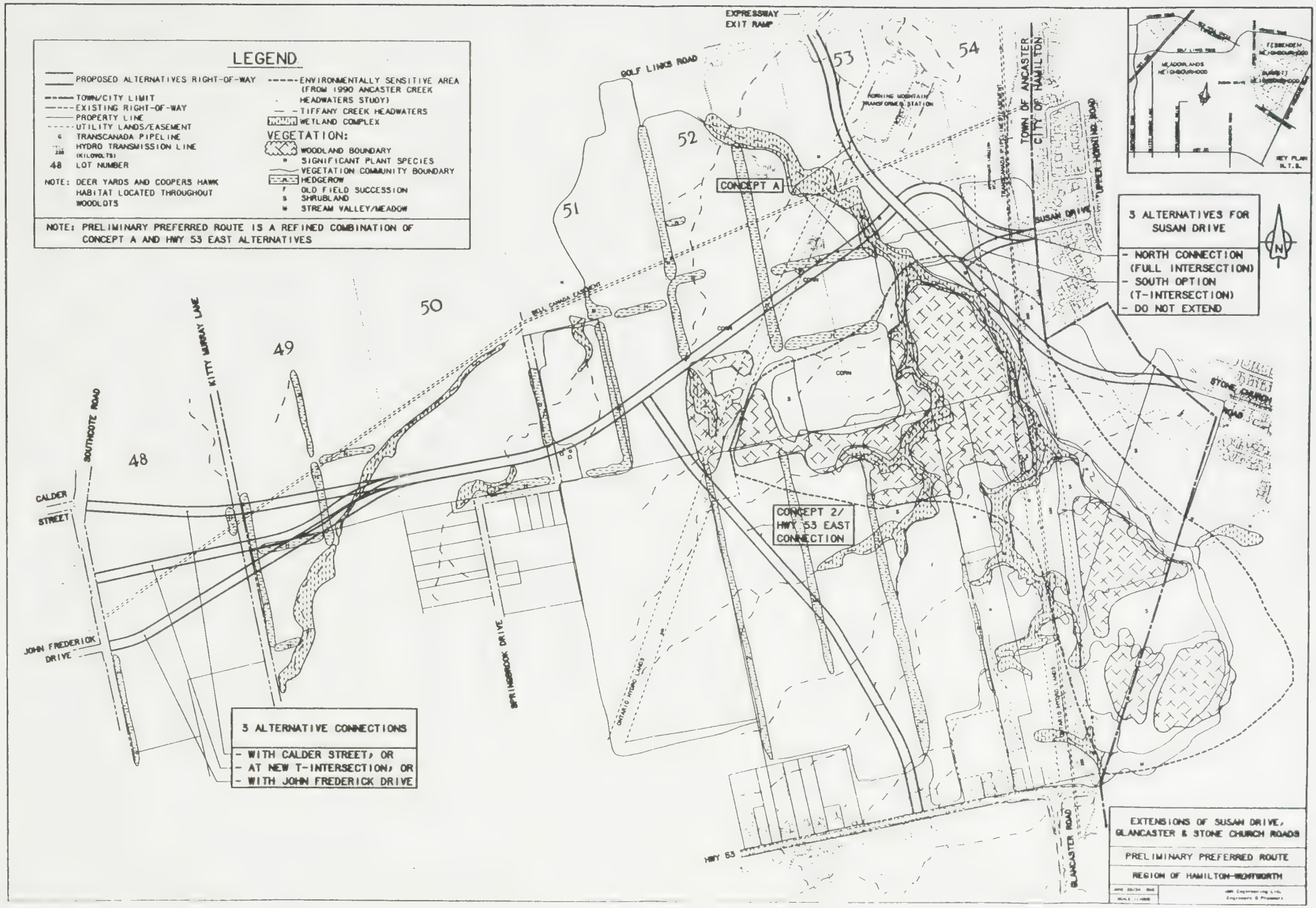
LEGEND:

- Positive Impact
- Impact Can Be Mitigated / No Impact
- Negative Impact

* Both Concept 1 and Concept 2 include a Susan Drive connection.

** Estimated cost of north-south connection with Concept A is $1.0 million.

*** Estimated cost of north-south connection with Concept A is $1.1 million.


LEGEND
PROPOSED ALTERNATIVES RIGHT-OF-WAY
TOWN/CITY LIMIT
EXISTING RIGHT-OF-WAY
PROPERTY LINE
UTILITY LANDS/EASEMENT
TRANSCANADA PIPELINE
HYDRO TRANSMISSION LINE (KILOVOLTS)
48 LOT NUMBER
NOTE: DEER YARDS AND COOPERS HAWK HABITAT LOCATED THROUGHOUT WOODLOTS
ENVIRONMENTALLY SENSITIVE AREA (FROM 1990 ANCASTER CREEK HEADWATERS STUDY)
TIFFANY CREEK HEADWATERS
WETLAND COMPLEX
VEGETATION:
WOODLAND BOUNDARY
SIGNIFICANT PLANT SPECIES
VEGETATION COMMUNITY BOUNDARY
HEDGEROW
OLD FIELD SUCCESSION
SHRUBLAND
STREAM VALLEY/MEADOW
NOTE: PRELIMINARY PREFERRED ROUTE IS A REFINED COMBINATION OF CONCEPT A AND HWY 53 EAST ALTERNATIVES
EXPRESSWAY EXIT RAMP
GOLF LINKS ROAD
53
54
52
51
50
49
48
CONCEPT A
CONCEPT 2/ HWY 53 EAST CONNECTION
TOWN OF ANCASTER
CITY OF HAMILTON
SUSAN DRIVE
UPPER MIDDLE ROAD
STONE CHURCH ROAD
KITTY MURRAY LANE
SOUTHCOTE ROAD
CALDER STREET
JOHN FREDERICK DRIVE
SPRINGBROOK DRIVE
ONTARIO HYDRO LANDS
HWY 53
ANCASTER ROAD
CORN
3 ALTERNATIVES FOR SUSAN DRIVE
- NORTH CONNECTION (FULL INTERSECTION)
- SOUTH OPTION (T-INTERSECTION)
- DO NOT EXTEND
3 ALTERNATIVE CONNECTIONS
- WITH CALDER STREET, OR
- AT NEW T-INTERSECTION, OR
- WITH JOHN FREDERICK DRIVE
KEY PLAN N.T.S.
EXTENSIONS OF SUSAN DRIVE, ANCASTER & STONE CHURCH ROADS
PRELIMINARY PREFERRED ROUTE
REGION OF HAMILTON-WENTWORTH

NEXT STEPS

- Comments received from the public will be reviewed and considered in the evaluation of the route alternatives and in the selection of the preferred route.

- Alternative design concepts, including mitigation measures, will then be developed to implement the preferred route, and the potential impacts of each will be assessed.

- A final set of Public Information Centres is projected for the fall of 1993 for the public to review the progress of the study and provide input to the alternative design concepts, and the preliminary preferred design concept. Public notice of the Information Centre will be provided via newspaper ads, brochures and letters to those on the project mailing list.

- In approximately December 1993, an Environmental Study Report will be completed and filed at the Municipal Clerk's Office. At that time, the public will be notified of a 30 day review period, through newspaper ads and mailings to the project mailing list.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: _____

_____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ❑ Yes ❑ No

2. Did the Information Centre help you understand more about the project?

   ❑ Yes ❑ No

3. Were your questions answered to your satisfaction?

   ❑ Yes ❑ No

   If not, please explain:

   _____

   _____

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(please turn over)

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4. Do you have any specific comments or concerns?

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If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

OR

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

(416) 546-4111
(416) 546-2385

Attn: Ms Nancy Sollitt, Acting Manager
Environmental Assessment Group

Ms Pamela Hubbard
Environmental Planner

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MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

Meadowlands Class E.A.

PUBLIC CONTACT REPORT

☐ CONTACT ☐ REQUEST RECEIVED BY: P Hubbard

DATE: June 22 19 93 via: ☑ TELEPHONE ☐ IN PERSON

TIME: 3:00 ☐ A.M. ☐ P.M ☐ LETTER ☐ OTHER

NAME:

ADDRESS

POSTAL CODE

HOME PH(BUS. PHONE:

DESCRIPTION

requesting details on Meadowlands EA.
- owns 17.5 acres land in Falkirk West neighbourhood
- is all of shaded area, in about, wetlands? (no, it shows the

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC
☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: area where Hr. Region is considering route options)
- why are roads being built in wetland but developers can't build in wetlands? (policy statement says that utilities/roads shall be located out of wetlands (Class 1-3)

COMMENTS: and where this is not possible, minimize impacts thru mitigation) (see over →)

FORWARDED FOR INVESTIGATION TO: DATE:

INVESTIGATION:

INVESTIGATION BY: DATE COMPLETED:

PUBLIC CONTACTED ON: BY:

(USE BACK IF MORE SPACE REQUIRED) REF. NO.

- asked how project being funded? Region? Prov?
  ans. 1st stage will be built as part of Expansion, due to U-Housing Rd closure and the Expansion receives part provincial funding
- has a free market value for property been determined?
  ans. No
- why can't Region build Lancaster Road due north of existing Lancaster?
  ans. trying to avoid the ESA and wetlands as much as possible
- will attend the PIC to discuss options and provide comments.

1931-038

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

BUSINESS/: AGENCY _____

ADDRESS: _____

_____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

PIC2\COMMENT.DOC\1931-038

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4. Do you have any specific comments or concerns?

I would prefer to see the proposed route meet Southcote Road midway between Calder + John Frederick. I would not like to see a traffic light anywhere along Southcote. A T-intersection would have less effect on the surveys at Calder + at John Frederick. These two streets access these neighbourhoods + most people using the new road would just want access to Southcote. Calder Street has enough noise as it is. I feel a stop light + road would make it far too noisy.

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L4W 4P2

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L8P 1H1

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Environmental Assessment Group

Ms Pamela Hubbard
Environmental Planner

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REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: _____

_____

PHONE: _____

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   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

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(please turn over)

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Dave Extension to Southcote Road

I feel this road should be placed farther to the north and follow a route along side of the Bell Canada Easement. This would put road and utilities side by side and again not cut up or fragment the land as much as is shown on the plan.

Southcote Road Connection

In the plan you show 3 possible connections unto Southcote Road. I feel "John Fredrick" is the best choice.

The Calder Street connection could be dangerous. With the sharp curve at the "403" bridge it will be difficult to see oncoming traffic coming across the bridge in order to make left turns unto Southcote Road.

A T-intersection would result in de-valuation of the properties across from the intersection, especially at night with headlights shining in windows.

I feel the John Fredrick intersection would be best as a proper 4-way intersection would result. If a stop-light was ever needed due to volumes of traffic, this would be the safest place for an intersection.

I trust these issues will be considered. If more information is needed please contact me.

Yours truly,

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____ _____
(ple.

BUSINESS/: _____ _____ _____
AGENCY (if a

ADDRESS: _____ _____

_____ _____

PHONE: _____ _____

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☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

☑ Yes ☐ No

If not, please explain:

_____

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(please turn over)

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4. Do you have any specific comments or concerns?

PRELIMINARY PREFERRED ROUTE

PREFER

STONECHURCH RD. - CONCEPT "A"

SUSAN DRIVE - SOUTH OPTION

SOUTHCOTE RD "T" INTERSECTION

BETWEEN JOHN FREDERICK + CALDER.

If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

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Mississauga, Ontario
L4W 4P2

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Facsimile: (416) 238-0038

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Environmental Assessment Group

OR

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L8P 1H1

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(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

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CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: _____

_____

PHONE: _____

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   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

Concerns - The apparent need for this road development is due to the poor planning with regard to the E-W portion of the Expressway. During the entire Hearings for the Expressway, the need for this project was not identified. Indeed the need was not noted.

The need to link to the Meadowlands is redundant if indeed the professed need for/reason for the Expressway ~~[illegible]~~ was valid when the Expressway was approved.

This road again takes away a green space corridor as will the E-W. (although planned as road route it is seen by residences otherwise).

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Page 2

4. Do you have any specific comments or concerns?

The preferred option would be the do nothing option

Reasons: - a) Regional Roads to Meadowlands provided by Expressway

b) offers an transit turnaround (no need to spend $5 M to turn around be achieved for less)

c) additional travel time minimal (plus number with additional travel small)

d) increase traffic - E-W was to decrease this - doubt will make much difference

e) Fact affects Plan - red-herring Plan continually changed/altered

Philosophical Bottom Line - Is this plan to accomodate a city designed for people or merely to accomodate the autos? Also is there a commitment to preserve green space in an urban setting?

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REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

BUSINESS/: AGENCY _____

ADDRESS: _____

_____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

Our primary concerns are met by the preliminary preferred route.

* stonechurch extension should be the most direct route to East/West access (i.e. faster than going down Upper Horning and Susan Dr.)

- this preferred route addresses this

* environmentally sensitive areas should be preserved as much as possible.

- this route address the concern

* we would prefer a Susan Dr. extension to the new stonechurch (no preference, cheapest is best).

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L4W 4P2

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CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

BUSINESS/: AGENCY _____

ADDRESS: _____

_____

PHONE: _____

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   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

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4. Do you have any specific comments or concerns?

I WOULD LIKE TO HAVE THE NORTH SIDE OF SUSAN DRIVE AS THE ALTERNATE ROUTE

If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

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PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

BUSINESS/: AGENCY _____

ADDRESS: _____

_____

PHONE: _____

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   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

- IS THE EMERGANCY RESPONCE TIME WITHIN THE SAFETY LIMIT
- I STILL THINK UPPER HORNING SHOULD BE KEPT OPEN.
- MAKE ANOTHER PEDESTRIAN WALKWAY AT UPPERHORNING (OVER OR UNDER)
- IT MAKES YOU FEEL BAD WHEN YOU CAN SEE SOMETHING BUT MUST DRIVE 5 MIN OUT OF YOUR WAY TO GET THERE.

If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

Attn: Ms Nancy Sollitt, Acting Manager
Environmental Assessment Group

OR

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

(416) 546-4111
(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

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REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____
(please

BUSINESS/: _____ _____
AGENCY *(if applicable)*

ADDRESS: _____

_

PHONE: _

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☐ Yes ☐ No

If not, please explain:

see reverse

_____

_____

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_____

(please turn over)

PICZCOMMENT.DOC\1931-038

re: Area of U. Hollow Rd, Smallwood, Stone Church block.

4. Do you have any specific comments or concerns?

We have a grave concern regarding the closure of Upper Hollow Drive in regards to emergency access Routes to Mohawk. From Smallwood Drive there is only access to Upper Paradise and then North to Mohawk. The other alternative being the proposed extension of Stone Church. The distance from Paradise or ~~to~~ Stone Church, then to Mohawk is too great the furthest for residences realized within the survey. We do not approve of the closure of U. Hollow, but at least an access route (Susan Drive) must be made available to local residents in this area.

A secondary concern is for access to the plaza's at Mohawk & Magnolia. This will also hurt businesses located in this area.

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   ☐ Yes ☑ No

If not, please explain:

Thier~~s~~ animals that live there and ~~[illegible]~~ they will have no place to live.

(please turn over)

4. Do you have any specific comments or concerns?

_____

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BUSINESS/: _____
AGENCY (if
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☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

☐ Yes ☑ No

If not, please explain:

I found the display one sided ie. the proposed solution highlighted in yellow.

(please turn over)

4. Do you have any specific comments or concerns?

"This area is one of the last untouched areas in Hamilton It houses Deer, rabbits and a variety of birds and wild berries. Other areas have been spared from the bulldozer, not 1/2 of the wildlife that our area has.
I Don't feel more roads are needed at this point. Perhaps once the highway project has begun, this can BE re-evaluated. Until then, I do NOT SEE The need to destroy the nature in our NEIGHBOURHOOD

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? ☐ Yes ☐ No

3. Were your questions answered to your satisfaction?

☐ Yes ☐ No ?

If not, please explain:

It's Preliminary - noone really knows just exactly where the finished roads will be - I'm more confused than ever.

(please turn over)

4. Do you have any specific comments or concerns?

I live at the corner of Upper Homing Rd Horning DR. & Elmira.
The Upper Paradise Bus loop is at Golflinks - a stones throw away from my house. If they close the Road I can't cross the Express way, how far away will I have to go to pick up a bus ~~on~~ for Upper Paradise?

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   ☒ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☒ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

The preferred route is acceptable except for the following areas:

- the connection between the Stone Church extn. and Hwy 53 should be more central to the South Meadowlands and should maybe even connect with Meadowlands Blvd.
- if this connection is built where planned ("Glancaster"), it should be extended south of Hwy 53 to connect with the existing Glancaster Rd.
- for Stone Church Ancaster, the road should not follow the middle option.
- the north option for Susan Drive is preferrable.

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AGENCY (if a

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☑ Yes ☐ No

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☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

☑ Yes ☐ No

If not, please explain:

_____

_____

_____

_____

(please turn over)

4. Do you have any specific comments or concerns?

MY MAIN CONCERN IS THAT
THE CLOSURE OF UPPER HORNING RD.
WILL GO AHEAD AS PLANNED,
DUE TO INCREASED TRAFFIC VOLUME

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   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

, AND THE GENERAL POPULATION, WOULD BE WELL SERVED BY EGRESS AND ACCESS TO A MAJOR THOROUGHFARE AT THE NORTH END.

IT APPEARS TO US THE SUGGESTED EAST-WEST ROAD SHOULD MEET SOUTHCOTE AT CALDER (ALREADY AN INTERSECTION).

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☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

☑ Yes ☐ No

If not, please explain:

_____

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(please turn over)

4. Do you have any specific comments or concerns?

WE LIKE TO HAVE ACCESS TO A MAJOR RD. ON THE NORTH END OF OUR PROPERTY.

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PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

FILE No. 60.07.01.4
LETTER No.
PROJECT OFFICE
JUN 28 1993
DIRECTOR
MAN. ENG.
PROJ. ENG.
PLANNER
PMS

NAME: _____
(please print)

BUSINESS/: AGENCY _____
(if applicable)

ADDRESS: _____

PHONE: _____

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   ☑ Yes ☐ No

If not, please explain:

_____

_____

_____

_____

(please turn over)

PIC2\COMMENT.DOC\1931-038

uma

4. Do you have any specific comments or concerns?

Concern about the ESA designation.
Could you tell me in or what likelihood there would be of animals/birds staying in the area throughout all this construction surrounding the Environmentally sensitive area?
How much ~~big~~ wildlife is actually there?
Won't the impact be fairly severe whatever is undertaken? Are there plans for parkland there in future?

My preference of the proposed preferred alternatives are ① east-west: — Susan Drive to a T-intersection unless the grade is so severely steep that it would be dangerous. Add a New T-intersection at the Southcott Drive end.

north South — I think the Glencastle Rd. connection is preferable to a separate #53 E + W. concept unless the ESA would be gravely impacted — then I guess concept 2 would be best.

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PIC2\COMMENT.DOC\1931-038

1931-038

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

RECEIVED
JUL 5 1993
UMA ENGINEERING LTD.

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

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(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

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FILE No. 60.07.01-4
LETTER No. _____
PROJECT OFFICE
JUN 30 1993
DIRECTOR
MAN. ENG.
PROJ. ENG.
PLANNER
PMS
ANS. BY
REF. TO
FILED BY

(please turn over)

uma

4. Do you have any specific comments or concerns?

The Calder St. intersection seems to be the most direct route. Being a full intersection I feel this would have better control of traffic, & minimize accidents, rather than the proposed "T" intersection.

Objections to "T" intersection:

① access problems to and from Southcote Rd for residents in immediate area.

② creation of another "T" intersection in a short span of Southcote Rd, & create more congestion.

③ Concerns over cars coming through intersection onto homeowners property.

④ Headlights constantly shining in front windows from night driving.

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   ☒ Yes ☐ No

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If not, please explain:

_____

_____

_____

_____

FILE No.
LETTER No.
PROJECT OFFICE
JUL - 6 1993
DIRECTOR
ASS.
MGR. ENG.
PROJ.
PLANNER
PMS
FILED

(please turn over)

umc

4. Do you have any specific comments or concerns?

1. Are the planners aware that there is a great number of school buses stopping and turning on Southcote Road at John Frederick Drive? There are buses picking students from at least 8 different schools at this corner.
2. The Calder option is the most direct and access to Southcote Road from private driveways would not be affected. However, access from private driveways would be affected by both the middle and John Frederick options.
3. We question whether a regional road is necessary at all since access to Highway 53, Golf Links Road and Mohawk Road is provided.
4. Do the concerns of long-standing residents become secondary to the wishes of a developer? We certainly hope not. Or is this a case of money talks?

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COMMENT SHEET

FILE No. 60-07.01-1
LETTER No.
PROJECT OFFICE
JUL 2 1993
DIRECTOR | ANS. BY
MAN. ENG.
PROJ. ENG. | REF. TO
PLANNER
RMS | FILED BY

NAME: _____
(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: _____

PHONE: _____

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   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☐ Yes ☑ No

If not, please explain:

I could not understand why the developer can proceed beyond the point where plans have been approved for development.

(please turn over)

PICZ\COMMENT.DOC\1931-038

4. Do you have any specific comments or concerns?

I would much prefer to see the East-West Route use concept "B" and the Calder option. As I look over the drawings it would seem this route is most economical and would use an existing intersection. To create a "T" intersection at the middle option would cause some inconvenience to the existing homes and would seem to force traffic to either make a left or right turn onto Southcote Rd., increasing the potential for accidents

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AGENCY *(if applicable)*

ADDRESS: _____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

If not, please explain:

_____

_____

_____

_____

(please turn over)

uma

4. Do you have any specific comments or concerns?

My concerns are with the connections to Southcote Road Alternatives - Calder Option. This interception is very close to the 403, Sight lines to the North will be limited unless major regrading is undertaken

- John Frederick Options

This option also has similar concerns at Southcote Road is between two summits at this point and sight lines are restricted in either direction

Middle Option

This option intersects Southcote at a high point on Southcote Road and sight lines are better than the other two options. This is my prefer solution

If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

Attn: Ms Nancy Sollitt, Acting Manager
Environmental Assessment Group

OR

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

(416) 546-4111
(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

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REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____
(please print)

BUSINESS/: _____
AGENCY (if applicable)

ADDRESS: _____

_____

PHONE: _____

FILE No. _____
LETTER No. _____
PROJECT OFFICE
JUL - 9 1993
ASS. BY
F. TO
ILED BY

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

☐ Yes ☑ No

If not, please explain:

WHEN I ASKED WHAT UPGRADING WAS GOING TO HAPPEN ON SOUTHCOTE RD TO HANDLE THE ADDITIONAL TRAFFIC, IE STREET LIGHTING, SIDEWALKS etc, I WAS TOLD THAT NOTHING WAS GOING TO HAPPEN. I SAID THERE IS ALREADY TOO MUCH TRAFFIC ON SOUTHCOTE RD., WHICH IS A RURAL ROAD, AND NOT DESIGNED TO HANDLE THE AMOUNT OF TRAFFIC THAT THE PRICE CLUB HAS ALREADY GENERATED, NOT TO MENTION WHAT A NEW SUBDIVISION WILL GENERATE,

(please turn over)

uma

4. Do you have any specific comments or concerns?

MY CONCERN IS WITH THE AMOUNT OF TRAFFIC THAT WILL BE GENERATED BY EXTENDING STONE CHURCH RD. OVER TO SOUTHCOTE RD, SO I PREFER THE NORTH - SOUTH ROUTE ALTERNATIVE WITH NO NEW STREETS COMING OVER TO SOUTHCOTE RD UNLESS SOMETHING IS GOING TO BE DONE TO IMPROVE THE SITUATION. IF A STREET HAS TO BE BROUGHT OVER THEN THE CALDER ST. CONNECTION WOULD BE PREFERRED WITH CONCEPT #2 THE HWY #53 EAST CONNECTION, AS THIS SHOULD TAKE SOME OF THE TRAFFIC AWAY FROM SOUTHCOTE RD.

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Facsimile: (416) 238-0038

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Environmental Planner

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CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

BUSINESS/: AGENCY _____

ADDRESS: _____

_____

PHONE: _____

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   ☑ Yes ☐ No

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   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

SOUTH OPTION T- INTERSECTION (SUSAN DRIVE)
CONCEPT 2 HIGHWAY 53 EAST CONNECTION
(YELLOW GREEN) WITH CALDER STREET

If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

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Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

Attn: Ms Nancy Sollitt, Acting Manager
Environmental Assessment Group

OR

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
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L8P 1H1

(416) 546-4111
(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

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CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

BUSINESS/: _____
AGENCY *(if applic*

ADDRESS: _____ _____

_____ _____

PHONE: _____ _____

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   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

I AM IN FAVOUR OF THE PRELIMINARY PREFERRED ROUTE AS IT WAS SHOWN & EXPLAINED TO ME. (PARTICULARLY THE STONECHURCH EXTENSION BEING COMPLETED FIRST BEFORE SUSAN DRIVE IS OPENED.

If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

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5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

Attn: Ms Nancy Sollitt, Acting Manager
Environmental Assessment Group

OR

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

(416) 546-4111
(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

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CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____
(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: _____

_____

PHONE: _____

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   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

If not, please explain:

_____

_____

_____

_____

(please turn over)

PIC2\COMMENT.DOC\1931-038

4. Do you have any specific comments or concerns?

I favour the John Frederick Drive location for the following reasons:

CALDER LOCATION:

- POOR VISIBILITY FROM BOTH DIRECTIONS:-
  NORTH – BRIDGE RAMP
  SOUTH: – GRADE,– CAN'T SEE CARS APPROACHING.
- FIVE SERIOUS ACCIDENTS WITHIN 250' DISTANCE OF PROPOSED LOCATION, OVER THE YEARS.
- AN ACCIDENT PRONE SPOT, AS CARS ENTER 60KM SPEED ZONE (AND CARS APPROACHING FROM BRIDGE – SOUTHWARD BOUND) WOULD MOST LIKELY CONTRIBUTE TO ACCIDENTS DUE TO HIDDEN INTERSECTION.
  (AS YOU TRAVEL SOUTHBOUND ACROSS BRIDGE, YOU CAN'T SEE PROPOSED CALDER INTERSECTION

JOHN FREDERICK ROAD

- BETTER CHOICE,– VISIBILITY GOOD IN ALL DIRECTIONS
- BETTER LOCATION FOR FUTURE STOP LIGHTS

MD ROAD INTERSECTION

- I DON'T THINK THIS IS A GOOD CHOICE, DUE TO LACK OF VISIBILITY, AS GRADE OF ROAD LIMITS LINE OF SIGHT.

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Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

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25 Main Street West, 10th Floor
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L8P 1H1

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(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

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CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

COMMENT SHEET

NAME: _____

(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: John Frederick Irwin - resident

_____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ☐ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☐ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☐ Yes ☐ No

If not, please explain:

no concerns. no preference for a Southcote connection.

(please turn over)

4. Do you have any specific comments or concerns?

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

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L4W 4P2

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Hamilton, Ontario
L8P 1H1

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Ms Pamela Hubbard
Environmental Planner

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BUSINESS/: _____
AGENCY *(if applicable)*

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_____

PHONE: _____

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   ☐ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☐ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☐ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns? from John V.

It was noted by one gentleman that there have been quite a few accidents over the years in Southcote Drive, particularly near the hill between Calder + John Frederick. In his view Calder is too close to the Hwy 403 bridge.

We should check the geometrics + accident records of Southcote. Also the centre option should intersect opposite the pedestrian "Short Cut"

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L4W 4P2

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Facsimile: (416) 238-0038

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L8P 1H1

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Ms Pamela Hubbard
Environmental Planner

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   ❑ Yes ❑ No

2. Did the Information Centre help you understand more about the project?

   ❑ Yes ❑ No

3. Were your questions answered to your satisfaction?

   ❑ Yes ❑ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

ANCASTER
Conserver Society
~~CONSERVATION AUTHORITY~~ WAS HAPPY
THAT WE MINIMIZED IMPACT TO
THE NATURAL ENVIRONMENT.
S-E WAS HAPPY WITH THE PRELIMINARY
PREFERRED ROUTE

If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

OR

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

(416) 546-4111
(416) 546-2385

Attn: Ms Nancy Sollitt, Acting Manager
Environmental Assessment Group

Ms Pamela Hubbard
Environmental Planner

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CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
June 23 and 24, 1993

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NAME: _____

(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: _____

_____

PHONE: _____

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   ❑ Yes ❑ No

2. Did the Information Centre help you understand more about the project?

   ❑ Yes ❑ No

3. Were your questions answered to your satisfaction?

   ❑ Yes ❑ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

4. Do you have any specific comments or concerns?

HAMILTON HYDRO WERE HOPING
A SUSAN DRIVE EXTENSION WOULD
[illegible] AS IT ~~WOULD~~ PROVIDE
AN OPPORTUNITY [illegible]
A SERVICE FROM THE DEDICATED
TO THE HORNING MOUNTAIN TRANSFORMER STATION ALONG
THE RIGHT-OF-WAY AS OPPOSED
TO WITH THE ONTARIO HYDRO
CORRIDOR.

If you wish to complete this sheet at your convenience, please return by July 8, 1993 to:

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L4W 4P2

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Environmental Planner

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07-13-01

REGION OF HAMILTON WENTWORTH
25 MAIN ST. W. 10TH FLOOR
HAMILTON ON
L8P 1H1
ATTEN. PAMELA HUBBARD

FILE NO.
LETTER NO.
PROJECT OFFICE
JUL 13 1993
ANS. BY
DIRECTOR
ENG.
FILED BY

DEAR MS. HUBBARD

RE: SUSAN RD.

AS A RESIDENT OF SOUTHCOTE RD. I AM APPALED AT THE WASTE OF TIME AND MONEY THIS PROCESS HAS CREATED. WHEN THE MEADOWLANDS WAS FIRST APPROVED NO ACCESS TO SOUTHCOTE RD. WAS ENVISIONED. AT THAT TIME A BERM WAS TO HAVE BEEN CONSTRUCTED SO THE PROPOSED DEVELOPMENT WOULD HAVE AS LITTLE IMPACT AS POSSIBLE.

TO PROPOSE A MAJOR CHANGE SUCH AS A NEW ROAD AT THIS TIME NEGATES ALL OF THE PREVIOUS PROCESSES.

ADDING A ROAD FOR THE SUGGESTED REASONS DOES NOT MAKE SENSE. A NEW FIRE HALL IS TO BE CONSTRUCTED IN THE MEADOWLANDS. POLICE

AND AMBULANCE WOULD MOVE FASTER AND MORE EFFICIENTLY ALONG MOHAWK RD. GLANCASTER RD. OR STONECHURCH RD.

THE RESULT OF ANY NEW ROAD WOULD BE TO TURN SOUTHCOTE RD. INTO AN ARTERIAL ROAD.

IF YOU MUST LOCATE A NEW ROAD THE CALDER OPTION IS THE LEAST OBJECTIONABLE BUT NONE ARE ACCEPTABLE.

APPENDIX D

PUBLIC INFORMATION CENTRE
SEPTEMBER 28 and 29, 1993

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

September 20, 1993

File No.: 1931-038

Mr. Neal Ferris
Development Plans Review
Heritage Policy Branch
Southwestern Region
Ministry of Culture, Tourism, and Recreation
55 Centre Street
London, Ontario
N6J 1T4

Dear Mr. Ferris:

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive
Notice of Public Information Centre

The Regional Municipality of Hamilton-Wentworth is holding two Public Information Centres to obtain comments on proposed design alternatives and mitigation measures that have been developed, and on other project information. Please take note of the Information Centre schedule in the enclosed brochure should you wish to attend.

If you have any comments regarding this project, please provide them to the undersigned, or to Pamela Hubbard at the Regional Municipality of Hamilton-Wentworth (refer to address in brochure), by **October 12, 1993.**

Thank you for your participation in this project.

Yours very truly,

UMA ENGINEERING LTD.

Nancy Sollitt, B.E.S.
Manager, Environmental Assessment Group
NS\pr

Enclosure

cc: Ms Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

Mr. Peter Carruthers
Heritage Branch
Ministry of Culture, Tourism, and Recreation

PIC3\NOTICE_3.LTR\1931-038

September 20, 1993

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#3
DISTRIBUTION LIST

PROVINCIAL AGENCIES

Mr. Neal Ferris
Development Plans Review
Heritage Policy Branch
Southwestern Region
Ministry of Culture, Tourism, and Recreation
55 Centre Street
London, Ontario
N6J 1T4

cc: Mr. Peter Carruthers
Heritage Branch
Ministry of Culture, Tourism, and Recreation
77 Bloor Street West. 2nd Floor
Toronto, Ontario
M7A 2R9

Mr. Edd Gera
Hamilton-Wentworth Roman Catholic
Separate School Board of Education
Administration Building
Box 2012
90 Mulberry Street
Hamilton, Ontario
L8N 3R9

Ms Arlene Young
Manager of Transportation and Planning
Wentworth County Board of Education
Education Centre
357 Wilson Street East
Ancaster, Ontario
L9G 4B7

Mr. Ed Gill, Chief
Approvals and Planning Section
West Central Region
Ministry of the Environment and Energy
Box 2112
119 King Street West, 12th Floor
Hamilton, Ontario
L8N 3Z9

cc: Ms Angela Azzopardi
Environmental Assessment Officer

Mr. Dale Carleton
Planning Coordinator
Cambridge District
Ministry of Natural Resources
Box 2186
605 Beaverdale Road
Cambridge, Ontario
N3C 2W1

Mr. Darcy Baker, Senior Planner
Administration Office and Central Workshop
Hamilton Region Conservation Authority
838 Mineral Springs Road
Ancaster, Ontario
L9G 3L3

Mr. J.K. Robinson, District Engineer
District #4, Burlington
Ministry of Transportation
Box 5020
1182 North Shore Boulevard East
Burlington, Ontario
L7R 3Z9

MUNICIPAL

Regional
Mr. W. O'Brien, Director
Transportation/Environmental Services Group
Hamilton Street Railway
Regional Municipality of Hamilton-Wentworth
330 Wentworth Street North
Hamilton, Ontario
L8L 5W2

cc: Mr. A. McLaughlin
Coordinator, Transit Planning

PIC3\PIC3.LST\1931-038

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#3
DISTRIBUTION LIST

Mr. K. Brenner, Manager
Programming and Preliminary Design
Environmental Services Department
Regional Municipality of Hamilton-Wentworth
35 King Street East, 4th Floor
Hamilton, Ontario
L8N 4A9

cc: Mr. M. Robinson

Mr. V. Abraham
Local Planning Branch
Regional Municipality of Hamilton-Wentworth
Box 910
119 King Street West
Hamilton, Ontario
L8N 3V9

cc: Mr. W. Janssen, Division Head
Policy Neighbourhood Planning
Local Planning Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

Mr. A. Georgieff, Director
Regional Planning Branch
Planning and Development Department
Regional Municipality of Hamilton-Wentworth
Box 910
119 King Street West, 14th Floor
Hamilton, Ontario
L8N 3V9

cc: Mr. D. Godley

Mr. B. Pearce, MCIP
Head, Strategic Planning Division
Planning and Development Department
Regional Municipality of Hamilton-Wentworth
Box 910
119 King Street West, 14th Floor
Hamilton, Ontario
L8N 3V9

Mr. Geoff Aston
Director of Programming and Development
Roads Department
Regional Municipality of Hamilton-Wentworth
71 Main Street West
Hamilton, Ontario
L8N 3T4

Superintendent Gary Ireson
Division 3
Hamilton-Wentworth Regional Police
155 King William Street
Hamilton, Ontario
L8R 1A6

Mr. Paul MacDonnell, Assistant Manager –
Central Ambulance Communications Centre
Hamilton-Wentworth
Hamilton Civic Hospitals - Henderson General Division
711 Concession Street
Hamilton, Ontario
L8V 1C3

City of Hamilton

Chief G. Baker
Fire Department
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Mr. Murray F. Main, P.Eng.
Director of Traffic Services
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Town of Ancaster

Mr. Al Pinard
Acting Director of Planning
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#3
DISTRIBUTION LIST

Chief R. Konkle
Fire Department
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

Mr. P. Harrison
Parks and Recreation Department
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

Mr. B. Weatherly
Public Works Department
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

Mr. Richard Tupholme, P.Eng.
Director of Engineering
Engineering Department
Town of Ancaster
300 Wilson Street
Ancaster, Ontario
L9G 2B9

Township of Glanbrook

Mr. Morgan Pirie
Planner
Township of Glanbrook
Box 130
2965 Homestead Drive
Mount Hope, Ontario
L0R 1W0

INTEREST GROUPS

Mr. Ed Smee
Ancaster Conserver Society
368 Phillip Place
Ancaster, Ontario
L9G 2G8

Mr. Doug Kay, Conservation Director
Hamilton Naturalists Club
Box 89052
Hamilton, Ontario
L8S 4R5

UTILITIES

Ms Mary Kipp
Engineering Department
Bell Canada
1171 Pioneer Road
Burlington, Ontario
L7M 1K5

Mr. Paul Brown
Engineering Department
Hamilton Hydro
55 John Street North
Hamilton, Ontario
L8N 3E4

Mr. R.J. Malvern, P.Eng.
Manager
Environmental Support & Integration Department
Ontario Hydro - H17 E22
700 University Avenue
Toronto, Ontario
M5G 1X6

Mr. Peter Blair
Community Relations Field Officer
Niagara River Hydroelectric Development Project
Community Relations Department
Ontario Hydro
700 University Avenue, H8 F2
Toronto, Ontario
M5G 1X6

Mr. Tony Byrne
Ontario Hydro - Dundas Area
Box 8585
40 Olympic Drive
Dundas, Ontario
L9H 5E9

Mr. R. Bridges, CST
Technician, III
Right-of-Way Department
TransCanada Pipelines Limited
111 5th Avenue South-West
Box 1000, Station "M"
Calgary, Alberta
T2P 4K5

September 20, 1993

MEADOWLANDS ROADS EXTENSION CLASS EA
REGION OF HAMILTON-WENTWORTH
NOTIFICATION OF PIC#3
DISTRIBUTION LIST

Mr. Alf Roth
Union Gas Limited
360 Strathearne Avenue North
Hamilton, Ontario
L8N 3A5

LANDOWNERS

RESPONDENTS FROM PIC #1

PIC3\PIC3.LST\1931-038

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

September 20, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive
Notice of Public Information Centres

Thank you for providing the Region with your comments on the above project at the Public Information Centres in June, 1993. Your comments have been noted and have been considered in the evaluation and selection of the preferred route.

The Region will be holding another set of Public Information Centres to obtain comments from the public on the preferred location of the road extensions, to explain the impacts of building the road and how the Region intends to reduce the impacts, and on other project information. Please refer to the enclosed brochure for more details on the upcoming Information Centres.

Written or verbal comments regarding this project should be received by **October 12, 1993** in order that specific concerns may be considered in this and subsequent phases of the study. The results of the Class EA study will be documented in an Environmental Study Report (ESR), scheduled for completion at the end of the year. If concerns regarding this project cannot be resolved with Regional staff, a person/party may request that the Minister of the Environment and Energy "bump-up" this project to an Individual Environmental Assessment. Bump-up requests must be received within 30 days of filing of the ESR. Further notice will be given to those who have expressed interest, upon filing of the ESR. If there are no objections to the ESR, the project may proceed to construction.

If you have any further questions, please feel free to contact the undersigned, or Pamela Hubbard at the Region of Hamilton-Wentworth at 416-546-2388.

Yours very truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group
NS/MLC/mlc

Enclosure

cc: Ms Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

PIC3\COMMENT2.LTR\1931-038

September 20, 1993

MEADOWLANDS ROADS EXTENSIONS CLASS EA
REGION OF HAMILTON-WENTWORTH
RESPONSES TO PUBLIC FROM JUNE 1993 PIC (#2)
AND NOTIFICATION OF PIC #3
DISTRIBUTION LIST

address,name,insert

."Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

',"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

"We appreciate your comments on the Glancaster Road Extension and how it affects the land you lease. As well, the information you provided on springs in the area is very useful. Your comments on the alternative extensions of Susan Drive and the Southcote Road connections have been considered in the evaluation and selection of the preferred route.

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route. For your information please note the following:

- the Red Hill Creek Expressway received approval in 1985 and the Region is currently constructing the Mountain section of the Expressway.
- the Meadowlands area has been designated in the Regional and the Town of Ancaster Official Plans for residential and commercial development.
- the Region is currently preparing a transportation plan that will assess Regional transportation needs including the road system necessary to support public transit.
- the Region is implementing a bicycle network plan that includes commuter bicycle routes in this area.

- the Ministry of Natural Resources, and the Hamilton Region Conservation Authority have been involved in the planning process for this project and support the preferred route because it minimizes impacts on the significant natural areas in the Meadowlands. The "green space" in the Meadowlands is currently in private ownership.

- given that the mountain section of the Red Hill Creek Expressway is being constructed and will result in the closure of Upper Horning Road and that the Meadowlands is designated for future development, the Region does not feel that it is reasonable to choose the "do nothing" option."

"Your concern with the closure of Upper Horning Road has been noted. However, that issue has been discussed extensively with the community through a number of meetings held last year. As a result of those discussions, Council decided to uphold the earlier decision to close the road. Therefore, it is necessary to provide an alternative access from the west side of the Gurnett neighbourhood.

The Region has consulted with emergency services agencies and is satisfied that the preferred route provides the access required by these agencies for emergency response.

The traffic volumes on Upper Horning Road are in excess of what is normally expected of a local arterial road and will only be expected to increase with the proposed development in the Meadowlands. For this reason (as well as others), it is preferred to construct new roads in the area."

"Your comments have been noted and have been considered in the evaluation and selection of the preferred route. The Region has considered the need for a Susan Drive extension. However, there is no justification for it at this time. The Town of Ancaster may consider this road extension in the future as the road will be a local municipal road.

Your concern with the closure of Upper Horning Road has been noted. However, that issue has been discussed extensively with the community through a number of meetings held last year. As a result of those discussions, Council decided to uphold the earlier decision to close the road. Therefore, it is necessary to provide an alternative access from the west side of the Gurnett neighbourhood.

The Region has consulted with emergency services agencies and is satisfied that the preferred route provides the access required by these agencies for emergency response.

The traffic volumes on Upper Horning Road are in excess of what is normally expected of a local arterial road and will only be expected to increase with the proposed development in the Meadowlands. For this reason (as well as others), it is preferred to construct new roads in the area".

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route. We understand that your concerns are related to the loss of wildlife habitat and the need for the roads. The following information may give you more background on why the decisions have been made to provide an access from the Gurnett neighbourhood:

- The closure of Upper Horning Road will mean that the Guinett neighbourhood will not have sufficient emergency access. Therefore, before the road is closed, an alternative road connecting to the Golf Links Road interchange must be constructed. For this reason it will not be possible to leave the Gurnett neighbourhood without sufficient emergency access, in order to evaluate the need for a new road.

- Your concern about the loss of natural areas wildlife habitat is shared by the Region. The environmental assessment provides a way to assess the need for roads, and where the roads should be constructed to reduce or avoid impacts on the natural environment. The Region has involved environmental agencies in identifying the route which we feel will make the least impact on the environment. Currently the majority of natural land in the Meadowlands is privately owned and designated for residential development.

- The objective of this study is to reduce the impact to the Environmentally Sensitive Area by leaving it in one large piece. This objective will be achieved with the preferred route. "

You also commented that you felt the display showing alternative solutions was biased because our preferred solution was highlighted. However, the preliminary decision that was made to provide new roads had been shown at a previous public information centre in October 1992, at which time we asked the public to comment on the decision. The purpose of the display at the information centre in June was to show you the planning solutions we evaluated and the solution we chose to carry forward (construct new roads), based on comments from the public and government agencies at previous consultations.

,"Your concern with the closure of Upper Horning Road has been noted. However, that issue has been discussed extensively with the community through a number of meetings held last year. As a result of those discussions, Council decided to uphold the earlier decision to close the road. Therefore, it is necessary to provide an alternative access from the west side of the Gurnett neighbourhood.

The Region has consulted with emergency services agencies and is satisfied that the preferred route provides the access required by these agencies for emergency response.

The traffic volumes on Upper Horning Road are in excess of what is normally expected of a local arterial road and will only be expected to increase with the proposed development in the Meadowlands. For this reason (as well as others), it is preferred to construct new roads in the area."

"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route. You may be interested to know that the wetlands on the Property is part of a wetlands complex that has been designated as Provincially significant by the Ministry of Natural Resources. Therefore, we recommend that you contact the Ministry should you propose to develop the property or if you would like more information about the Provincial Wetlands Policy."

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

"Ms Ruth Paterson
241 Greencedar Drive
Hamilton, Ontario

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route. With respect to your concerns about the natural environment, the environmental assessment evaluates all feasible options. The preferred route minimizes impacts on wildlife habitat and wetlands. The Meadowlands is currently in private ownership. Although part of the west section has been designated as an Environmentally Sensitive Area, development could occur."

"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route. The Region is assessing comments received from residents in the area, property owners, the public, and local and provincial agencies. All comments are assessed before making a recommendation on the preferred route."

MEADOWLANDS ROADS EXTENSIONS CLASS EA
REGION OF HAMILTON-WENTWORTH
RESPONSES TO PUBLIC FROM JUNE 1993 PIC (#2)
AND NOTIFICATION OF PIC #3
DISTRIBUTION LIST

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

',"Your comments have been noted and have been considered in the evaluation and selection of the preferred route. Southcote Road is a Regional road. If it is determined that a Regional road is not required in the Meadowlands, it is still likely that there will be local streets connecting to Southcote Road at sometime in the future."

","Your comments have been noted and have been considered in the evaluation and selection of the preferred route. There is a draft approved plan of subdivision in the northwest corner of Meadowlands that includes a road connection to Southcote Road. Southcote Road is currently a Regional Road."

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

","Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

,"Your comments have been noted and have been considered in the evaluation and selection of the preferred route."

PRELIMINARY DESIGN ALTERNATIVES

The route for this roadway traverses close to:

- existing housing on the east side;
- a stream and provincially significant wetlands on the west side; and,
- the roadway also has to tie in with the existing Stone Church Road alignment and the existing Golf Links Road interchange.

For these reasons, there are no preliminary design options for this link as there is only one possible route that can minimize impacts on existing property, the stream, and the wetlands and avoid the Hydro tower.

This alignment will be presented at the Information Centre along with measures to further reduce impacts. Detailed plans will be shown for the preferred alignment showing how it will fit into the existing area.

ENVIRONMENTAL ASSESSMENT

This study follows the Class Environmental Assessment (Class EA) process for municipal road projects of this type. A Class EA is a planning and design process that compares and evaluates alternative solutions to a problem, considers all aspects of the environment, and results in a recommended solution. This will be documented in an Environmental Study Report (ESR), to be filed at the Municipal Clerk's Office. The ESR is scheduled to be completed by the end of December 1993. At that time, public notification will be made of a 30 day review period.

You are encouraged to contact the individuals identified in this brochure at any time if you have questions or concerns about this project. If you feel, after consulting with Regional staff, that serious environmental concerns remain unresolved, you may request that the Minister of the Environment and Energy subject this project to the formal Environmental Assessment review and approval process, possibly including a formal public hearing. The decision rests with the Minister.

PUBLIC INFORMATION CENTRE

The Region has scheduled two Public Information Centres. Representatives from the Region of Hamilton-Wentworth and their consultants will be present to answer your questions.

You are encouraged to attend the following Information Centres to discuss your interest in this project.

1) Date: **Tuesday, September 28, 1993**
Time: 6:30 p.m. to 9:00 p.m.
Location: St. Vincent de Paul School
295 Greencedar Drive
Hamilton, Ontario

2) Date: **Wednesday, September 29, 1993**
Time: 2:00 p.m. to 9:00 p.m.
Location: Junior Building (entrance to the rear of Marrit Hall)
Ancaster Agricultural Society
#625 Highway 53
Ancaster, Ontario

If you cannot attend an Information Centre, but have questions or comments, please contact either:

Ms Nancy Sollitt, Manager
Environmental Assessment Group
UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario L4W 4P2
tel: (416) 238-0007
fax: (416) 238-0038

OR

Ms Pamela Hubbard
Environmental Planner
Regional Roads Department
Regional Municipality of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1
tel: (416) 546-4277
fax: (416) 546-2385

Regional Municipality of Hamilton-Wentworth
ROADS DEPARTMENT

NOTICE OF PUBLIC INFORMATION CENTRE

Proposed Regional and Local Road Extensions to

Glancaster Road, Stone Church Road, and Susan Drive

in the Meadowlands, Town of Ancaster

BACKGROUND & PROBLEM

The Regional Municipality of Hamilton-Wentworth received approval for the Red Hill Creek Expressway in 1985. This included the closure of Upper Horning Road at the Expressway, scheduled for 1995.

The Town of Ancaster is developing a secondary plan for the Meadowlands. Identification of the future location of any proposed Regional roads will assist in developing a plan for land uses in the Meadowlands.

Due to these issues, the Region is undertaking this planning and design study to consider development of new roads in the Meadowlands area.

RESULTS OF THE STUDY TO DATE

Route alternatives were presented at the second series of Public Information Centres held in June 1993. Following public comment and an evaluation, a preference was generally shown for the concept shown on the map at right.

The preferred route layout minimizes impacts on the natural environment by staying clear of the wetland and Environmentally Sensitive Area (ESA) as much as possible. These natural environment issues were thought to be the most critical in coming to a decision.

What has to be done now? The preferred preliminary design (i.e., the specific location) has to be finalized.

Finalization of part of the preferred network (see dotted lines on map) shown at the Information Centre in June has been deferred for the following reasons:

- Due to the closing of Upper Horning Road, the preferred route (from Stone Church Road to Golf Links Road interchange) is required immediately and can be constructed separately from the other proposed roads.
- The Region is currently reviewing and revising the criteria used to designate Regional roads through a Regional Transportation Study (anticipated completion in 1994). This study will provide the basis for deciding the need for Regional roads in the Meadowlands.
- The preferred route does not require road extensions to Southcote Road or Highway 53 at this time. Therefore, it is preferable to develop those extensions, whether they are ultimately local or Regional roads, during the secondary planning process and further Environmental Assessment study.

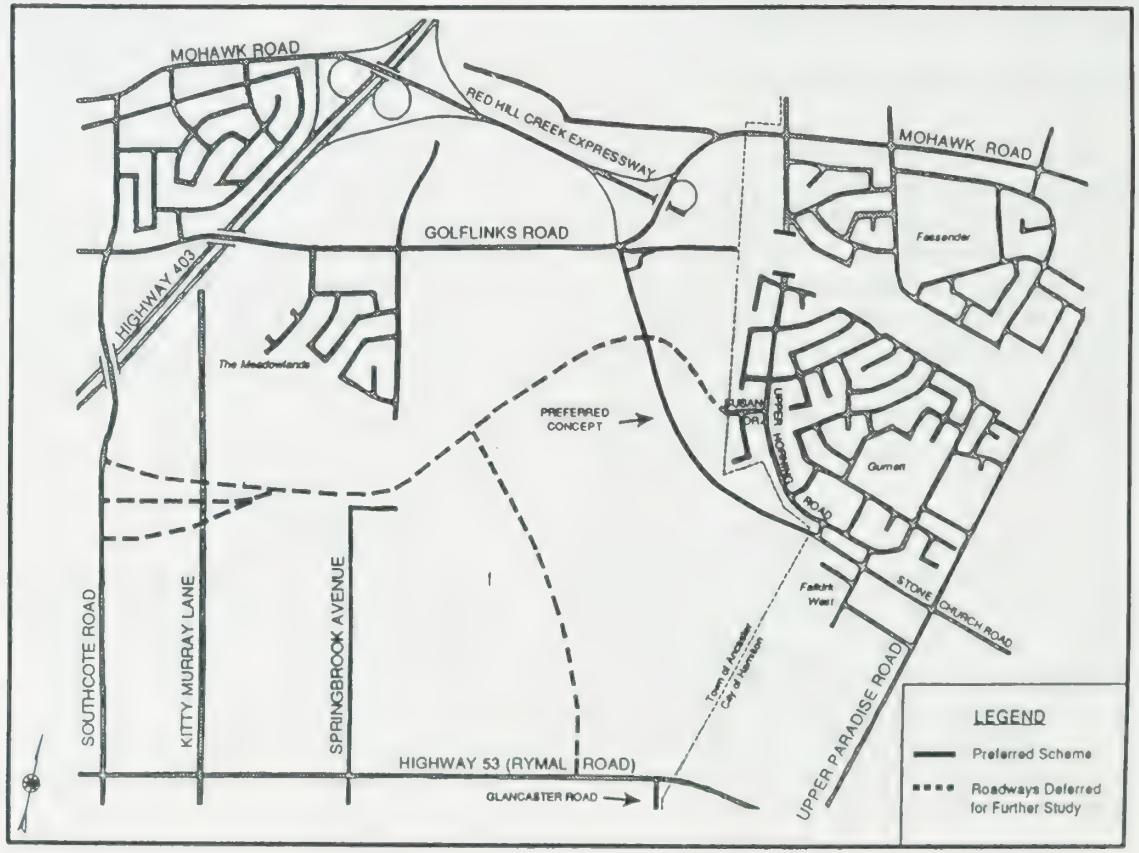
The Susan Drive Extension has been dropped from the Study for the following reasons:

- The preferred route for Stone Church Road is a very direct route to the Golf Links interchange.
- The preferred route is a logical extension of a Regional road. Susan Drive is a local road.
- Susan Drive is not required as part of the Regional road network for emergency access.

PURPOSE OF THIS STAGE OF THE STUDY

For the reasons presented above, this stage of the study will consider preliminary design options for the Stone Church Road Extension to Golf Links Road (Concept A) only. All other parts of the network will be finalized at a later date, either by the Region or the Town of Ancaster.

Public Information Centres will present a preferred alignment for this road link and we invite you to provide comment and suggestions for improvement.



PROJECT HISTORY

PROPOSED REGIONAL AND LOCAL ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD AND SUSAN DRIVE IN THE MEADOWLANDS, TOWN OF ANCASTER

Early 1980's - The Ontario Municipal Board approved the designation of the Meadowlands for residential (pop. 20,000), commercial and industrial use in the Town of Ancaster Official Plan. The Plan also showed future regional roads including the extension of Stone Church Road and Glancaster Road.

1991 - Town of Ancaster requests input from the Regional Roads Department in the realignment of proposed roads in the Meadowlands for the purpose of minimizing the impact on the Environmentally Sensitive Area.

Town is informed that the Region must carry out a "Class Environmental Assessment" to determine the location of the road and that the Region is also proposing to provide an access out of the Gurnett neighbourhood as a result of the proposed closure of Upper Horning Road.

1992 - Regional Roads Department begins the class environmental assessment process and sets up a study team including regional and municipal staff and agencies such as the Ministry of Natural Resources and the Hamilton Region Conservation Authority.

Oct. 1992 - Regional Roads Department holds two public information centres to:

- explain to the public why the study is being done
- show the alternative road locations being considered
- obtain comments from the public about concerns they may have with the road locations and
- obtain information about the area
- explain the factors that the Region will use to compare the impacts of the road locations
- show the results of environmental studies done in the area

The Region advertised the information centre in newspapers (Hamilton Spectator, Ancaster News and Mountain News) and delivered flyers to over 3,000 residents in the area.

Winter of 1992/93 - Region reviews the comments obtained from the information centres, meetings with property owners in the Meadowlands, agencies and staff and decides to examine a fourth route location

May 1993 - Letters are sent to all members of the public who wrote comments to the Region. Letters also included information about the upcoming public information centres.

June 1993	-	Two public information centres are held to show the routes that have been evaluated and the route that the Regional Roads Department recommends. Notices are placed in the same newspapers as previously and are mailed to the area residents and property owners.
Summer 1993	-	Region reviews the comments obtained from the information centres, meetings with property owners in the Meadowlands, agencies and staff. Region begins a Transportation Plan that will be reviewing the criteria used to designate Regional roads. A decision is made to delay the approval for the Meadowlands roads connecting to Southcote Road and Highway 53 until the Transportation Plan is completed in 1994 and it is determined that there is a need for Regional Roads in this area. A comparison of the routes shows that the extension of Stone Church Road to the Golf Links Road interchange would have the least impact on the Environmentally Sensitive Area and the provincially significant wetland. It would also be the most efficient route for the extension of Stone Church Road and could be built without having to finalize the remainder of the road network in the Meadowlands. Letters are sent to all public who provided comments at the last public information centres.
Sept. 1993	-	Public Information Centres are held to show the route that the Regional Roads Department recommends and to explain the reasons. No decision will be made until after the public information centres.

Process to Complete the Study

Following the Information Centres, the Roads Department is willing to meet with individuals or groups that still have concerns with the project or require further explanation of the process that was followed in reaching decisions.

After discussions with the public and agencies, the Roads Department will make a recommendation to Regional Council. The Council approved project will then be subject to a 30 day public review period. A report will be made available for public review.

If, during the public review, there are significant public concerns that cannot be resolved with the Region, the public has the right to request the Minister of the Environment to subject the project to full government and another public review. If concerns are still significant, the Minister could request a hearing. Please contact the Regional Roads Department if you are considering making this request and the process will be explained to you in detail.

Regional Municipality of Hamilton-Wentworth

Class Environmental Assessment
Proposed Regional and Local Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive
in The Meadowlands

Town of Ancaster

INFORMATION PACKAGE

- Information Centre Displays
- Comment Sheet

PUBLIC INFORMATION CENTRE

September 28 and 29, 1993

PURPOSE OF INFORMATION CENTRES

Public Information Centres are informal "drop-in" centres where individuals are provided with the opportunity to:

1. review displays for the project;

2. be informed of the study's progress to date;

3. review the problem, alternatives, potential impacts, and evaluation criteria used to evaluate the options;

4. discuss the project with representatives from the Region and the Region's consultant; and,

5. provide input on the options being considered before decisions are made, that will guide the direction of the study.

PURPOSE OF PROJECT

- To provide a Regional arterial road to replace Upper Horning Road.
- To provide an alternative emergency access route to the Gurnett neighbourhood.
- To provide the basis for Secondary Planning in the Meadowlands (accommodate growth and development in an area designated for development).

CLASS ENVIRONMENTAL ASSESSMENT (CLASS EA)

What is a Class EA?

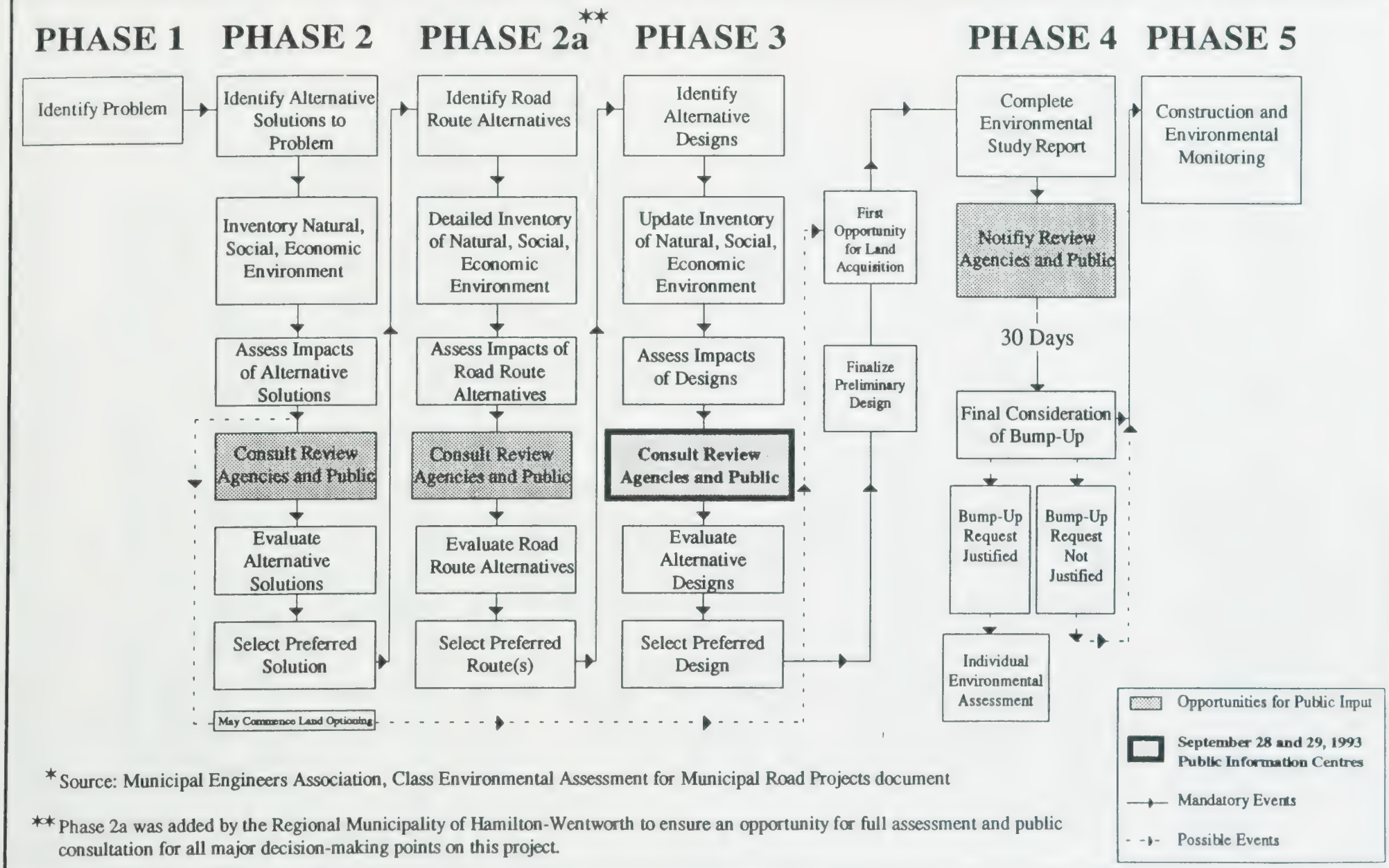
A Class EA is a planning and design process that details a problem, and compares and evaluates alternative solutions and design concepts, resulting in a recommended solution to the problem.

Projects subject to a Class EA process include municipal road, sewage and water projects which display common characteristics and are:

- recurring;
- usually similar in nature to other related projects;
- usually limited in scale;
- predictable range of environmental effects; and,
- responsive to mitigating measures.

The Class EA considers all aspects of the environment, including potential natural, social, cultural, economic, and technical effects and appropriate mitigation/enhancement measures.

CLASS ENVIRONMENTAL ASSESSMENT PROCESS*



*Source: Municipal Engineers Association, Class Environmental Assessment for Municipal Road Projects document

**Phase 2a was added by the Regional Municipality of Hamilton-Wentworth to ensure an opportunity for full assessment and public consultation for all major decision-making points on this project.

RESULTS OF EVALUATION OF ROAD LOCATIONS

In June 1993, a number of locations for the road extensions were presented for review at the Public Information Centres.

Following public comment, an evaluation resulted in "Concept A" being chosen as the preferred network.

"Concept A" is preferred because it minimizes impacts on the natural environment by avoiding the Environmentally Sensitive Area and the wetlands as much as possible.

The natural environment issues were thought to be the most critical in coming to a decision because the natural environment impacts varied significantly between the alternatives. The selected road locations also had overall public support.

THE SELECTED ROAD LOCATION

- The Region is proposing to build the extension of Stone Church Road to Golf Links Road interchange only.

- The preferred road location meets the objectives of providing an alternative access to Upper Horning Road and an emergency access for the Gurnett neighbourhood in Hamilton.

- The need for Regional roads in the rest of the Meadowlands is being reviewed and will be determined after the Region has completed a Transportation Plan (expected completion in 1994).

- There is no immediate need to establish the road network in the Meadowlands.

- The preferred road can be built separately from the rest of the proposed network.

SUSAN DRIVE

The Susan Drive extension has been dropped from this study for the following reasons:

- The preferred route for Stone Church Road is a very direct route to the Golf Links Road interchange.

- The preferred route is a logical extension of a Regional Road. Susan Drive is a local road.

- Susan Drive is not required as part of the Regional road network for emergency access.

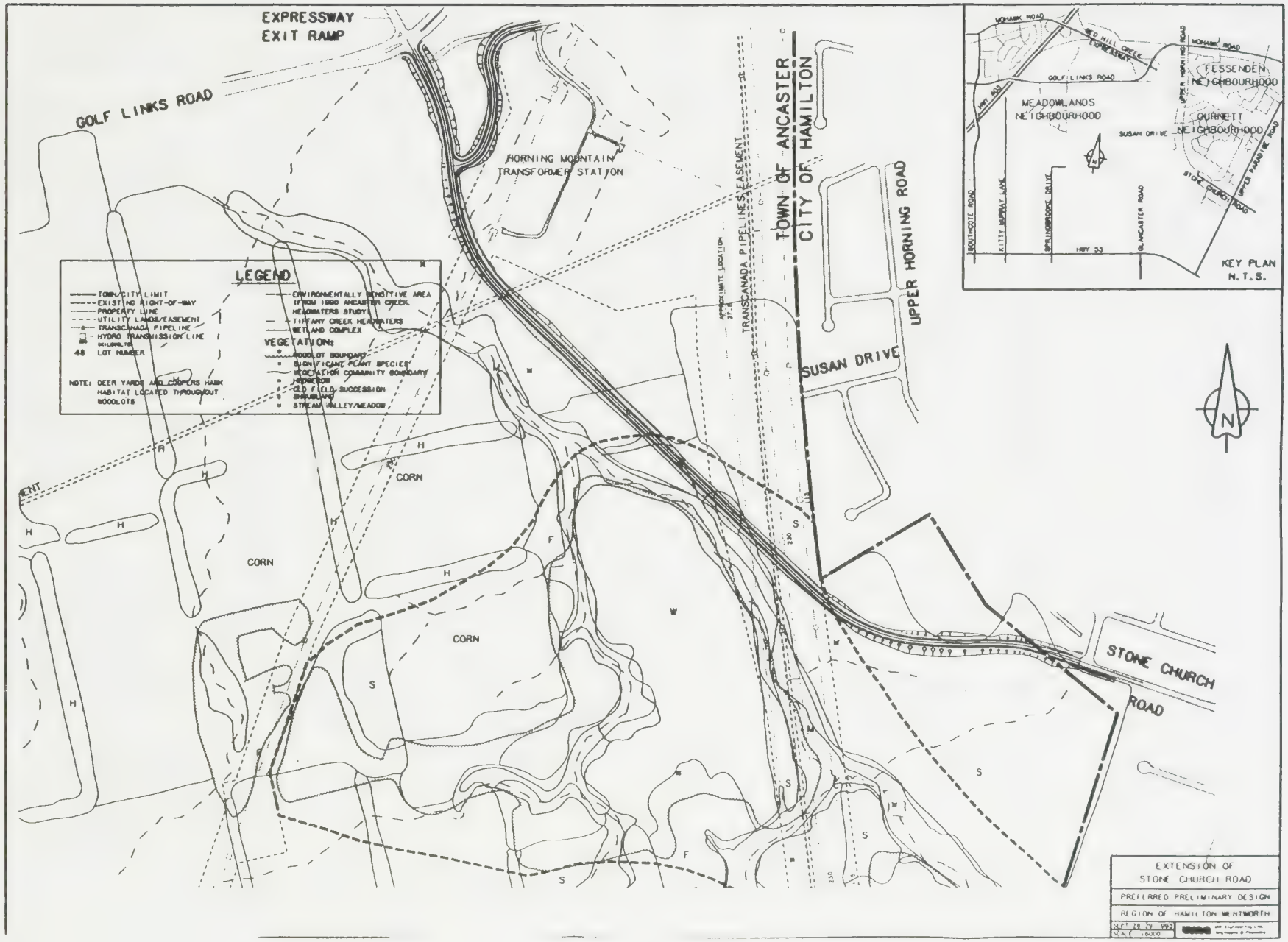
PRELIMINARY PREFERRED DESIGN

The preliminary design shown is for the extension of Stone Church Road to Golf Links Road.

It is a 1.6 kilometre 2-lane road having a rural cross-section (i.e., it has a soft shoulder and ditches, rather than curbs).

There are no opportunities to move or adjust the road location for the following reasons. The road must:

- avoid the Hydro Towers;
- be directed away from the Environmentally Sensitive Area and wetland area as much as possible; and,
- not interfere with residences on Elodia Court.


EXPRESSWAY
EXIT RAMP
GOLF LINKS ROAD
HORNING MOUNTAIN
TRANSFORMER STATION
TRANSCANADA PIPELINES EASEMENT
TOWN OF ANCASTER
CITY OF HAMILTON
UPPER HORNING ROAD
SUSAN DRIVE
STONE CHURCH
ROAD
CORN
CORN
CORN
LEGEND
TOWN/CITY LIMIT
EXISTING RIGHT-OF-WAY
PROPERTY LINE
UTILITY LANDS/EASEMENT
TRANSCANADA PIPELINE
HYDRO TRANSMISSION LINE
48 LOT NUMBER
NOTE: DEER YARDS AND COOPERS HAWK HABITAT LOCATED THROUGHOUT WOODLOTS
ENVIRONMENTALLY SENSITIVE AREA (FROM 1990 ANCASTER CREEK HEADWATERS STUDY)
TIFFANY CREEK HEADWATERS
WETLAND COMPLEX
VEGETATION:
WOODLOT BOUNDARY
SIGNIFICANT PLANT SPECIES
VEGETATION COMMUNITY BOUNDARY
MEADOW
OLD FIELD SUCCESSION
SHRUBLAND
STREAM VALLEY/MEADOW
KEY PLAN
N.T.S.
MOHAWK ROAD
RED MILL CREEK EXPRESSWAY
GOLF LINKS ROAD
HWY 403
MEADOWLANDS NEIGHBOURHOOD
FESSENDEN NEIGHBOURHOOD
GURNETT NEIGHBOURHOOD
SUSAN DRIVE
UPPER HORNING ROAD
UPPER PARADISE ROAD
STONE CHURCH ROAD
BOUTHCOTE ROAD
KITTY MURRAY LANE
SPRINGBROOK DRIVE
HWY 53
ANCASTER ROAD
EXTENSION OF
STONE CHURCH ROAD
PREFERRED PRELIMINARY DESIGN
REGION OF HAMILTON WENTWORTH
SCALE 1:6000

IMPACT ANALYSIS OF PRELIMINARY PREFERRED DESIGN

Potential Impact	Draft Mitigating Measures
1. Impacts on the Natural Environment *:	
• area of Environmentally Sensitive Area (ESA) and two adjacent wetland units slightly reduced	• areas with high erosion potential and severe drainage constraints to be avoided; significant features will be located in the field prior to construction and avoided wherever possible • protection from construction activities will be required (for example, snow fencing)
• significant plant species potentially removed/disturbed	• rehabilitation measures such as replanting, transplanting, reseeding, will address habitat needs of significant plant species
• water quality of Tiffany Creek lowered due to storm water runoff (increased cloudiness of the water, pollutants in the water)	• during construction: use erosion control measures and sediment traps • after construction: - rural cross-section -- (to be built now): use grasses and other vegetation in road-side swales (wide, shallow ditches) to improve water quality by reducing the amount of suspended solids and other pollutants entering the watercourse - urban cross-section -- (to be built in the future): storm water management plan
• natural drainage of wetland blocked	• a small area (about 4.5 ha) presently tributary to the wetland will be diverted and discharged to Tiffany Creek
• more water will flow into Tiffany Creek	• water flow will be controlled by the presence of the road-side swales
2. Impacts on Traffic:	
• traffic congestion eased on Upper Horning Road	• benefit; no mitigating measures required
3. Impacts on Surrounding Land Uses:	
• Secondary Plans require revisions	• further study needed by the Town of Ancaster
• property required from landowners and Ontario Hydro	• Region of Hamilton-Wentworth to negotiate land requirements
4. Impacts on Community:	
• increase in noise levels	• during construction: arrange construction activities so as to minimize period of disruption • after construction: noise investigation indicated negligible increase in noise levels
• decrease in noise levels adjacent to Upper Horning Road	• no mitigating measures required
• views altered for residents along Elodia Court	• provide landscaping to reduce the view of the road
5. Impacts on Cultural Resources:	
• some potential for archaeological finds	• further surveys, excavation, and documentation of any significant finds to be carried out prior to construction

* Mitigating measures for the natural environment will be finalized in conjunction with the Ministry of Natural Resources and the Hamilton Region Conservation Authority.

NEXT STEPS

- Comments received from the public will be reviewed and considered in the finalization of the design of the route.

- In approximately January 1994, an Environmental Study Report will be completed and filed at the Municipal Clerk's Office. At that time, the public will be notified of a 30 day review period, through newspaper ads and mailings to the project mailing list.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
September 28 and 29, 1993

COMMENT SHEET

NAME: _____

(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: _____

_____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ☐ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☐ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☐ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

umi

4. Do you have any specific comments or concerns?

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

If you wish to complete this sheet at your convenience, please return by October 12, 1993 to:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

Attn: Ms Nancy Sollitt, Manager
Environmental Assessment Group

OR

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

(416) 546-4277
(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

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MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

Meadowlands - Glancaster Road Extension

PUBLIC CONTACT REPORT

☐ CONTACT ☒ REQUEST RECEIVED BY: P. Hubbard

DATE: Sept 20 19 93 via: ☒ TELEPHONE ☐ IN PERSON

TIME: 10:15 ☒ A.M. ☐ P.M. ☐ LETTER ☐ OTHER

NAME:

ADDRESS: POSTAL CODE

HOME PHC

DESCRIPTION

- owns property on dead-end section of Golf Links Road. North side of road near dead-end + Upper Herring Road.

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC

☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: - requested information on future water + sewer servicing of this section of Golf Links Road. Referred him to Mark Robinson, Environmental Services

COMMENTS: - unable to attend PIC, recommended that he visit Special Projects Office to view material

FORWARDED FOR INVESTIGATION TO: DATE:

INVESTIGATION:

INVESTIGATION BY: DATE COMPLETED:

PUBLIC CONTACTED ON: BY:

(USE BACK IF MORE SPACE REQUIRED)

REF. NO. 60.07.01.4

MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

PUBLIC CONTACT REPORT

☐ CONTACT ☐ REQUEST RECEIVED BY: P. Hubbard

DATE: Sept. 20 19 93 via: ☑ TELEPHONE ☐ IN PERSON

TIME: 3:15 ☐ A.M. ☒ P.M. ☐ LETTER ☐ OTHER

NAME:

ADDRESS: POSTAL CODE

HOME PHONE: BUS. PHONE:

DESCRIPTION

- when built? 1995 scheduled to be built depending on approval

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC

☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: - didn't attend previous PICs.
- object to it if road is behind property, asked what her opportunities are for objecting? I explained that she ~~to~~ should discuss problems with

COMMENTS: Roads Dept. Strongly recommend that they attend the PIC, and if can't attend, visit SPO to determine how and why road is proposed

FORWARDED FOR INVESTIGATION TO: ~~in this location~~ DATE:

INVESTIGATION: - also explained bump-up procedure

INVESTIGATION BY: DATE COMPLETED:

PUBLIC CONTACTED ON: BY:

(USE BACK IF MORE SPACE REQUIRED) REF. NO.

MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

PUBLIC CONTACT REPORT

☐ CONTACT ☐ REQUEST RECEIVED BY: P. Hubbard

DATE: Sept. 21 19 93 via: ☑ TELEPHONE ☐ IN PERSON

TIME: ☐ A.M. ☐ P.M. ☐ LETTER ☐ OTHER

NAME:

ADDRESS: POSTAL CODE

HOME PHONE: BUS. PHONE:

DESCRIPTION

- land use between road and lot?
- attended PIC in Oct. 92.
= explained to her that secondary plan

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC
☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: for northeast section of Meadowlands may need to be revised to reflect change in location of road. No secondary planning has been done for south half of Meadowlands. Town of Ancaster Planning Dept. (Contact A. Anard or C. McConnel) should be contacted to discuss land uses.

COMMENTS:

FORWARDED FOR INVESTIGATION TO: DATE:

= she said she had been told by Ancaster that land uses behind her lot would be large lot single family housing.
= I encouraged her to attend the PIC next week.

INVESTIGATION:

INVESTIGATION BY: DATE COMPLETED:

PUBLIC CONTACTED ON: BY:

(USE BACK IF MORE SPACE REQUIRED)

REF. NO. 60.07.01.4

MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

PUBLIC CONTACT REPORT

☐ CONTACT ☑ REQUEST RECEIVED BY: P. Hubbard

DATE: Sept. 23 1993 via: ☑ TELEPHONE ☐ IN PERSON

TIME: 9:15 ☑ A.M. ☐ P.M. ☐ LETTER ☐ OTHER

NAME:

ADDRESS:

POSTAL CODE

HOME PHONE: BUS. PHONE.

DESCRIPTION

- she will attend PIC
- her land is located on Hwy 53 but not exactly sure of the location (West of Southgate Road)?

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC
☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: - claims that her land was "frozen" by (Ministry of Transportation?) for Hwy 6? for 20 years. Wants to know if the area "frozen" is now needed.

COMMENTS: - I suggested that she talk to the Burlington District Engineer (MTO) and gave her the phone number.

FORWARDED FOR INVESTIGATION TO: DATE:

INVESTIGATION:

INVESTIGATION BY: DATE COMPLETED:

PUBLIC CONTACTED ON: BY:

(USE BACK IF MORE SPACE REQUIRED)

REF. NO. 60.07.01.4

MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

PUBLIC CONTACT REPORT

☐ CONTACT ☑ REQUEST RECEIVED BY: Pam Hubbard

DATE: Sept. 27 19 93 Via: ☑ TELEPHONE ☐ IN PERSON

TIME: 1:45 ☐ A.M. ☑ P.M. ☐ LETTER ☐ OTHER

NAME:

ADDRESS: POSTAL CODE

HOME PHONE: BUS. PHONE:

DESCRIPTION

- appreciated seeing notice of PIC
- may be out of town & ∴ cannot attend
- live on Stonechurch Road. Susan Davis will

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC
☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: not be built. Will only be one exit to get onto Stonechurch.
- concerned with excess traffic at corner of Stonechurch Rd & Omega Court.

COMMENTS: - #of lanes for Stonechurch? (2 lanes rural in short term, 4 lanes urban in long term)

FORWARDED FOR INVESTIGATION TO: DATE:

INVESTIGATION:

Check with Traffic to determine/confirm that traffic volumes anticipated from U. Haning (+ rest of this neighbourhood) will not be excessive at the intersection of Stonechurch & Omega & if necessary to have Traffic Dept. monitor intersection after construction.

INVESTIGATION BY: DATE COMPLETED:

PUBLIC CONTACTED ON: BY:

(USE BACK IF MORE SPACE REQUIRED)

REF. NO.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
September 28 and 29, 1993

COMMENT SHEET

NAME: _____ _____
(please p

BUSINESS/: _____ _____
AGENCY (if applic

ADDRESS: _____ _____

_____ _____

PHONE: _____ _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

☒ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

☒ Yes ☐ No

3. Were your questions answered to your satisfaction?

☐ Yes ☒ No

If not, please explain:

Last meeting we were told that extension to Susan Drive would be first priority However extension to Stone Church would relieve traffic.

(please turn over)

uma

4. Do you have any specific comments or concerns?

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If you wish to complete this sheet at your convenience, please return by October 12, 1993 to:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

Attn: Ms Nancy Sollitt, Manager
Environmental Assessment Group

OR

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

(416) 546-4277
(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

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3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

If not, please explain:

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4. Do you have any specific comments or concerns?

THE WETLANDS AREA IN ANCASTER BETWEEN GOLFLINKS ROAD, BORDER LINE BETWEEN HAMILTON + ANCASTER, RYMAL ROAD SPRINGBROOK AVENUE and MEADOWLANDS NEIGHBOURHOOD WILL BE DESTROYED.

I AM STRONGLY OPPOSED TO THE PROPOSED "PREFERRED CONCEPT" ROAD BETWEE STONE CHURCH ROAD AND GOLFLINKS ROAD. UPPER HORNING ROAD SHOULD NOT BE CLOSED. I PROPOSE A TEMPORARY ROAD BETWEEN SUSAN DR. AND GOLFLINKS ROAD UNTIL THE "RED HILL CREEK" EXPRESSWAY IS COMPLETE, THEN TRAFFIC ON UPPER HORNING RD. WILL ONLY BE LOCAL. IF YOU ARE CONCERNED ABOUT ENVIRONMENT AT ALL, RESTUDY YOUR COMPLETE PACKAGE AND PUT YOUR PRIORITIES WHERE THEY COUNT.

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(please print)

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   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☐ Yes ☑ No

If not, please explain:

MY CONCERN IS THE PROXIMITY OF STONECHURCH TO OUR PROPERTY LINE & THE TYPE OF FUTURE DEVELOPMENT THIS MAY BRING ADJOINING TO OUR PROPERTIES. FOR THE AMOUNT OF TAXES THE PEOPLE ON ELDAIA COURT ARE PAYING I FEEL THAT LITTLE CONSIDERATION

(please turn over)

umn

4. Do you have any specific comments or concerns?

IS BEING GIVEN TO US.

~~I [illegible]~~

PERHAPS FURTHER CONSIDERATION SHOULD BE GIVEN TO MOVE THE ROAD ~~A~~ FURTHER FROM THE REAR OF OUR PROPERTIES.

TRAFFIC IS PRESENTLY HEAVY ON UPPER HORNING. WITH THE EXTENSION OF STONE CHURCH I FEEL THAT THIS TRAFFIC WILL INCREASE FURTHER BECAUSE OF THE EASY ACCESS TO HWY 53 FROM 403.

WE DO NOT NEED A MAJOR ROAD SO CLOSE TO OUR PROPERTY LINE WHICH WOULD DECREASE OUR PROPERTY IN VALUE.

I AM IN FAVOUR OF STONECHURCH EXTENSION HOWEVER THE PROXIMITY TO OUR PROPERTIES IS MY CONCER

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   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

If not, please explain:

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4. Do you have any specific comments or concerns?

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   ☑ Yes ☐ No

   If not, please explain:

   _____

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(please turn over)

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4. Do you have any specific comments or concerns?

I LIVE ON GURNETT DRIVE AND I THINK THE LESS TRAFFIC IN ANY AREA THE BETTER: THEREFORE I THINK THE SUSAN DRIVE EXTENSION SHOULD BE BUILT THE SAME TIME AS THE STONE CHURCH ROAD EXTENSION. THIS WILL GET PEOPLE LIVING NORTH OF SUSAN DR. EASY EXIT TO CONNECT WITH TORONTO AREA WORKPLACE

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   ☑ Yes ☐ No

   If not, please explain:

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(please turn over)

4. Do you have any specific comments or concerns?

Main concern re. ↑ traffic volume / noise at proposed intersection of Stone Church & Omni Drive. Subdivisions under construction at present on #53 & Upper Paradise will result in much more traffic using Up. Par. / St. Church → 403.

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BUSINESS, AGENCY (if a. _____

ADDRESS: ___

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PHONE: _____ _____

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   ☐ Yes ☒ No

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   ☒ Yes ☐ No

   If not, please explain:

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4. Do you have any specific comments or concerns?

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AGENCY (if applicable)

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   ☐ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☐ Yes ☐ No

   If not, please explain:

   _____

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(please turn over)

4. Do you have any specific comments or concerns?

Requests information regarding what kind of significant ~~st~~ species were identified in the Meadowlands

- carries out excavation, landscaping activities in the area
- wanted to know relation of road locations to their timber cutting operations in the Meadowlands

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ADDRESS: _____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

umc

4. Do you have any specific comments or concerns?

Our property is directly opposite the Glancaster Rd on the 53 highway and I am concerned with the road extension coming through my property. At the last meeting the proposed road extension was to go through Lampmans old barn foundation and this would suit us just fine. Also it would cause less of a disturbance to the wetlands that are directly behind our property.

If you wish to complete this sheet at your convenience, please return by October 12, 1993 to:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

Attn: Ms Nancy Sollitt, Manager
Environmental Assessment Group

OR

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

(416) 546-4277
(416) 546-2385

Ms Pamela Hubbard
Environmental Planner

NOTE: **Comments and information supplied by those attending this Information Centre are being collected to assist the Region of Hamilton-Wentworth in meeting requirements under the *Environmental Assessment Act*. This information will be kept on file for use during the study and may be included in study reports. It will become public information and may be used to forward further documentation to you in the future.**

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
September 28 and 29, 1993

COMMENT SHEET

NAME: _____

BUSINESS/: AGENCY _____

ADDRESS: _____

_____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ☒ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☒ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☒ Yes ☒ No

If not, please explain:

I was not satisfied with the Environmental Assesment (At least what I was told) + still think there are many things not being looked at.

(please turn over)

umc

4. Do you have any specific comments or concerns?

I am very concerned about the wetland in the designated area. I think it is great that the Region has taken the wetland into consideration, But I think that no matter what the route for the extension, the wetland will be effected largely. The species abundant in the wetland do travel, do migrate. The ecosystem will be overpopulated (which it already is, because of meadowlands) Where do you expect all of the species to go when this is tamperd with? Can the wetlands be maintained so that there will not be an effect? I highly doubt it

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Ms Pamela Hubbard
Environmental Planner

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PIC\SHEET.DOC\1931-038

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

PUBLIC INFORMATION CENTRE
September 28 and 29, 1993

COMMENT SHEET

NAME: _____

BUSINESS/:
AGENCY
ADDRESS:

PHONE:

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

☐ Yes ☐ No SATISFACTORY

3. Were your questions answered to your satisfaction?

☐ Yes ☑ No

If not, please explain:

I would want more inform. on why the first original plan was scrapped, and in its place, adding the preferred preliminary design. I object to this design because the road will traverse right across my back yard on Elodia Ct. IT makes no sense in my opinion, to construct an ~~Arterial road from Stonechurch~~

(please turn over)

umc

4. Do you have any specific comments or concerns?

hooking up to the expressway exit ramp thereby destroying wet land + E.S.A, when you knew full well that no matter which way you go, it is still affecting the wetland + ESA's. A clear example of past planners practices was the Gore park reconstruction, where one hundred year old trees were literally cut down, destroying E.S.A, and costing millions of taxpayers $ only to re-do the project twice over. How does this differ from the past? Not only will I have to inhale carbon-monoxide, but noise pollution as well. But most importantly, the price of my home on 60 Elodia Ct will decrease substantially. Nobody wants an expressway in their back yard do they! My taxes are $10,000 annually, and if the revenues that this city brings in from other taxpayers do ~~pecking to~~ this idea, is not substantial to withdraw the proposal plan, then we have a serious problem at hand. I was not told by anyone on the ply. committee, when I built my house that an expressway would be constructed just a few metres away from my residence. I suggest if you want to build this road, then city council, the ply. committee should realize that buildings should not ~~be constructed~~ before road alignments are in place. Historical planners who built great cities should be studied and taken their views accordingly.

If you wish to complete this sheet at your convenience, please return by October 12, 1993 to:

UMA Engineering Ltd.
5080 Commerce Boulevard
Mississauga, Ontario
L4W 4P2

Region of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

OR

Telephone: (416) 238-0007
Facsimile: (416) 238-0038

(416) 546-4277
(416) 546-2385

Attn: Ms Nancy Sollitt, Manager
Environmental Assessment Group

Ms Pamela Hubbard
Environmental Planner

NOTE: **Comments and information supplied by those attending this Information Centre are being collected to assist the Region of Hamilton-Wentworth in meeting requirements under the *Environmental Assessment Act*. This information will be kept on file for use during the study and may be included in study reports. It will become public information and may be used to forward further documentation to you in the future.**

So, the questions I am raising are:

1) why was the original plan obliterated and a new proposed planned route formed?

2) what is the difference between Environmentally Sensitive Areas and Social Issues all about? Does the environment pay for my taxes?

3) Is there cost-cutting measures involved in forming the new, or proposed area of study as opposed to the original plan?

4) According to one planner, he states that the noise level of automobiles travelling on this new artenal road, will be of less noise decibals than office noise? explain? w/out the use of noise-walls please?

5) the new proposed route extending susan to become an artenal road, 2 lanes each side is seen to be o.k with the pts. pop't? yes or no? Take a look at susan. this is a 2 lane road, incapable of handling major traffic.

[illegible] the preferred design vs a vs, original design?

5) Are there no other consulting firms was hired to see if the firm has different views than the present, and why was this done on an internal basis without exercising the option for bidding on this contract?

6) Clearly, the planning dept of Hamilton has overlooked peoples social well-being. I don't buy the fact that as one planner put it "people don't come out to these types of sessions and then it's to late because they find out that the project is going ahead."
You should not use this analogy to protect individualism and ram through projects of this nature, or to protect vested interest.

1931-038

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

CLASS ENVIRONMENTAL ASSESSMENT
PROPOSED ROAD EXTENSIONS TO GLANCASTER ROAD, STONE CHURCH ROAD, AND SUSAN DRIVE

RECEIVED
OCT 7 1993
UMA ENGINEERING LTD.

PUBLIC INFORMATION CENTRE
September 28 and 29, 1993

COMMENT SHEET

NAME: _____
(please print)

BUSINESS/: _____
AGENCY *(if applicable)*

ADDRESS: _____

_____

PHONE: _____

1. Do you wish to be added to the project mailing list? Further study information will be forwarded to you in the future.

   ☑ Yes ☐ No

2. Did the Information Centre help you understand more about the project?

   ☑ Yes ☐ No

3. Were your questions answered to your satisfaction?

   ☑ Yes ☐ No

   If not, please explain:

   _____

   _____

   _____

   _____

(please turn over)

uma

4. Do you have any specific comments or concerns?

I AM PLEASED THAT "CONCEPT A" HAS BEEN CHOSEN AS THE PREFERRED ROUTE.

If you wish to complete this sheet at your convenience, please return by October 12, 1993 to:

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5080 Commerce Boulevard
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Environmental Planner

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1931-038
cc ESR
NLS

RECEIVED
OCT 6 1993
UMA ENGINEERING LTD.

October 4, 1993.

Ms. Nancy Sollitt, Manager,
Environmental Assessment Group,
UMA Engineering Ltd.,
5080 Commerce Boulevard,
Mississauga, Ontario,
L4W 4P2

Re: Proposed Regional and Local Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Dear Madam;

After attending your Information Centre on September 30, 1993 concerning the above mentioned proposed road extensions, we would like to mention our concerns on behalf of Redeemer College.

already has made a substantial investment in the Town of Ancaster with a realistic expectation of possible further growth in the future. It is therefore critical when we consider possible further growth at the University that we have access to the northern part of our property. We are concerned that your proposal for the local road extensions to Glancaster Road, Stone Church Road, and Susan Drive do not meet our needs for possible future expansion. Before we proceed with possible further investment in the community of Ancaster we must be assured that our concerns for access to the northern part of our property will receive attention and action.

Would you please record our concerns for future planning on your part. We would also appreciate being kept informed on developments as they happen concerning these proposed road extensions.

Yours truly,

c.c. Ms. Pamela Hubbard, Regional Municipality of Hamilton Wentworth
c.c. Municipal Clerk's Office, Town of Ancaster

MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

PUBLIC CONTACT REPORT

☐ CONTACT ☐ REQUEST RECEIVED BY: R Hubbard

DATE: Sept. 29 19 93 via: ☑ TELEPHONE ☐ IN PERSON

TIME: 11:40 ☑ A.M. ☐ P.M. ☐ LETTER ☐ OTHER

NAME:

ADDRESS: POSTAL CODE

HOME PHONE: BUS. PHONE:

DESCRIPTION

- clients bought house on Elodea Crt on cul de sac corner
- concerned when they bought house

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC

☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: about proposed plans behind for road.
- have flyer showing map.
- how close will the road be? Any buffering?

COMMENTS: - had seen secondary plan showing a different road location
- road will be lower?

FORWARDED FOR INVESTIGATION TO: DATE:

approx. road allowance boundary

INVESTIGATION: - 10-15 m from one corner of property can provide landscaping as buffering
- berm won't work because of slopes & land requires
- he is not sure if have objection to project
- but will send in written comments.

INVESTIGATION BY: Marco Oddi DATE COMPLETED:

I explained that we are quite willing to sit down with Mrs. Alexander and explain the process we followed and to discuss the possibility of buffering

Effective October 4, 1993
We have a new area code
905

October 4th, 1993.

10-06-02
FILE 60.07.01 4
LETTER No.
PROJECT OFFICE
OCT - 6
ASS. BY
ASS. TO
FILED BY

Ms. Pamela Hubbard,
Environmental Planner,
Regional Roads Dept.,
Reg. Mun. of Hamilton-Wentworth,
25 Main Street West, 10th Floor,
Hamilton, Ontario.
L8P 1H1

Dear Ms. Hubbard:

Re:

I represent , who is most concerned with the proposed extension to Stone Church Road. I understand that the road allowance of the proposed extension will come within 10 or 15 meters of the back corner of her aforementioned property.

When bought the house in the Spring of 1992, I tried to obtain all the information I could on the plans for that area, as I was aware of the hydro corridor and therefore thought we had a safe buffering zone behind the property, and I also obtained a copy of the secondary plan from the Town of Ancaster, Director of Planning. That plan showed the proposed Stone Church extension as proceeding in a westerly direction more than a north-westerly direction, and hence being a substantial distance from the subject property. We were therefore surprised to learn that the plans had been changed, and that the new proposed extension will come very close to the back of lot.

I would like to obtain some more details as to exactly how close the road allowance will be to her property, where the roadway will be within the road allowance, the elevation of the road in relat-

continued ...

---

ion to the elevation of house, and any possible buffering that could be placed between the . property and the roadway.

Yours very truly,

MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

PUBLIC CONTACT REPORT

☐ CONTACT ☐ REQUEST RECEIVED BY: P. Hubbard

DATE: Sept. 30 19 93 via: ☑ TELEPHONE ☐ IN PERSON

TIME: 4:00 ☐ A.M. ☑ P.M. ☐ LETTER ☐ OTHER

NAME:

ADDRESS:

POSTAL CODE

HOME PHONE BUS. PHONE:

DESCRIPTION

Status of Stone Church Rd to Golf Links?
Susan Drive? no, not planning to build
" Glencoster to Golf Links? - not in near future

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC
☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: - agree with Stonechurch Rd to Golf Links Road proposal.
- asked about the extension of local roads in the Meadowlands. I informed him that the town of Ancaster is responsible for local roads.

COMMENTS:

FORWARDED FOR INVESTIGATION TO: DATE:

INVESTIGATION:

INVESTIGATION BY: DATE COMPLETED:

PUBLIC CONTACTED ON: BY:

(USE BACK IF MORE SPACE REQUIRED)

REF. NO.

MOUNTAIN EAST-WEST AND NORTH-SOUTH
TRANSPORTATION CORRIDOR
Project Office

Meadowlands - Glencaster Rd. Extensions

PUBLIC CONTACT REPORT

☐ CONTACT ☐ REQUEST RECEIVED BY: P. Hubbard

DATE: Oct. 12 19 93 via: ☑ TELEPHONE ☐ IN PERSON

TIME: 11:05 ☑ A.M. ☐ P.M. ☐ LETTER ☐ OTHER

NAME:

ADDRESS:

ITAI CODE

HOME PHONE BUS. PHONE:

DESCRIPTION

- he received brochure.
- wanted to know why Golf Links Road is closed at Upper Horning. I explained that

☐ BUDGET/SCHEDULE ☐ PROPERTY ☐ ENVIRONMENTAL ☐ TRAFFIC

☐ ROADWAY LOCATION ☐ MEDIA ☐ COUNCILLOR ☐ OTHER

DETAILS: the Red Hill Creek Expressway will be built in that area and it was not possible to realign Golf Links Road to maintain the connection to Upper Horning.

COMMENTS: - he thinks that the option of extending Stouchurch Rd to Golf Links Road, as presented in the brochure, is a reasonable one.

FORWARDED FOR INVESTIGATION TO: DATE:

INVESTIGATION:

INVESTIGATION BY: DATE COMPLETED:

PUBLIC CONTACTED ON: BY:

(USE BACK IF MORE SPACE REQUIRED)

REF. NO. 60.07.01.4

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

November 8, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993.

We have noted your concerns with the preliminary design shown at the Information Centre, and understand that you are, nevertheless, in favour of an extension of Stone Church Road. The following is our response to the concerns expressed in your comments.

1. Type of Development

   Regardless of the alternative location of the Stone Church Road Extension, there will be the possibility of development behind properties on Elodia Court. Currently, that area is designated as Specific Policy Area 3 in the Town of Ancaster's Secondary Plan for the Meadowlands. That Secondary Plan states that:

   > "The Specific Policy Area 3 will be developed for residential purposes. Future development of this area will be conditional upon a detailed secondary plan to determine road layout and residential densities and the preparation of an environmental impact statement."

   Please contact Alain Pinard, Acting Director of Planning, Town of Ancaster for a more detailed explanation of their planning policies.

2. Proximity of Stone Church Road Extension to Property

   All the alternatives for the Stone Church Road extension are in the same general area in relation to your property. The Region has considered moving the road further to the south and west, but are unable to do so because of the location of the hydro transmission towers and because of the wetlands area.

3. Increased Traffic on Upper Horning Road

The Stone Church Road extension will provide an alternative route for vehicles that are currently using Upper Horning Road as a through road. Initially it is proposed to be built as a two lane road. The road would be widened in the future when traffic volumes and development warrant it.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you require further explanation of the reasons why the Region is proposing to build the road in this location, please call Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388 and arrange a meeting as soon as possible. Regional staff will be pleased to meet with you and to further discuss your concerns.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

November 8, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993.

We have noted your concerns with the preliminary design shown at the Information Centre and feel that it would be beneficial for you to meet with the Region to discuss the concerns and issues that you have outlined on your comment sheet.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing. Attached for your information is an excerpt from the Class Environmental Assessment document explaining the bump-up procedure.

Please call Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388 and let her know as soon as possible if you are willing to meet with them, and if so, to arrange a convenient time and date.

Yours truly,
UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group
PH/MLC/mlc
Attachment

cc: Pamela Hubbard, Environmental Planner
Region of Hamilton-Wentworth

PIC3\CALUOR1.LTR\1931-038

From: Municipal Engineers As.
Class Environmental
Assessment for Munici.
Road Projects, June 199.

5.2 CHANGING PROJECT STATUS - BUMP-UP:

5.2.1 "Bump-Up" Procedure

It is recognized that in most cases, the projects included under this Class EA will have predictable environmental effects which are responsive to standard mitigating measures. The degree of environmental impact, however, is not always directly related to the project size or cost. Therefore, it is necessary to allow for special treatment of those projects that carry significant negative environmental effects.

The provision in this Class EA for elevating the status of a project from the Class EA process to make it subject to an individual environmental assessment is called a "bump-up". Members of the public, interest groups and government agencies may request that an individual environmental assessment be prepared for a specific project which has been subject to Class EA requirements. The Minister of Environment & Energy determines whether or not this is necessary and may "bump-up" a project: the Minister's decision is final. If the "bump-up" is granted the project cannot proceed unless an individual environmental assessment is prepared which is subject to a formal government review and approval under the Environmental Assessment Act and may result in a formal public hearing.

The procedure for dealing with concerns which may result in a "bump-up" request is outlined as follows:

1. For Schedule B projects, a person\party with a concern should bring it to the attention of the proponent in Phase 2 of the planning process.

   For Schedule C projects, a person\party with a concern should bring it to the attention of the proponent at any point during Phase 2 through Phase 4 of the planning process.

2. If a concern is not resolved through discussions with a proponent, the person\party raising the objection may request the proponent voluntarily:

   - to elevate a Schedule B project to Schedule C
   - to "bump-up" a Schedule B or Schedule C project to an individual environmental assessment."

3. If the proponent declines, and the person\party with the concern wishes to pursue the "bump-up", he\she may write to the Minister of the Environment & Energy and request a "bump-up"; bump-up requests shall be copied by the requester to the proponents.

   For Schedule B projects, the person\party must make the written request to the Minister within the 30 calendar day review period after the Notice of Completion has been issued.

   For Schedule C projects, the person\party must make the written request to the Minister within the 30 calendar day review period after the proponent has filed the ESR in the public record for public review and has issued the Notice of Completion of ESR.

   "Bump-up" requests made or received after the 30-calendar day review period will not be considered. It is the proponents responsibility, however, to ensure proper notification to the public of their legal right of review under this Class EA. (See Public Notices under Section 5.1). Failure to satisfy this requirement may result in the Minister ordering an additional period of public review, with appropriate notification, or could result in the Minister accepting a "bump-up" request after the 30-day review period.

   It is recognized, however, that resolution of concerns directly between the proponent and the person\party raising the concern is always preferable to having the Minister make a decision through the "bump-up" process: conflict resolution is therefore a key element of public consultation. When serious concerns are raised late in the planning process, specifically during the 30-day review period, the proponent should be prepared to attempt to negotiate a resolution of the issues, even if it means that the 30-day review period may be exceeded. In this event, the proponent should make it clear to the person\party raising the concern that negotiations will continue for a mutually acceptable specified time period, following which, if the issues remain unresolved, the person\party may make a "bump-up" request to the Minister within a further 7 calendar days.

   In other words, it is better for the proponent to take extra time to resolve issues locally than it is to have the issues decided by the Minister through a more lengthy and less certain "bump-up" review.

4. On receipt of a bump-up request by the Minister, the Minister or the Environmental Assessment Branch shall advise the proponent of the receipt of the bump-up request. The EA Branch then has

45 days to review the information and prepare a report for the Minister's consideration. The Minister then has 21 days within which to make a decision. In considering a request for bump-up, the Minister shall give consideration to the following issues.

- extent and nature of public concern
- potential for significant adverse environmental effects
- need for broader consideration of alternatives by the proponent
- considerations of urgency
- frivolous or vexatious nature of "bump-up" request
- degree to which public consultation and dispute resolution have taken place.

The EA Branch shall carry out a review of the "bump-up" request for the Minister, shall consider both sides of the argument and shall make a **recommendation to the Minister within 45 calendar days** of its receipt. In the event that there are critical deficiencies in the documentation submitted by the proponent, the Director of the EA Branch may require the proponent to submit additional information in order to assist in the decision. At this point, the remainder of the 45 day period no longer applies. Within 21 calendar days of the receipt of the additional information, satisfactory to the Director, the EA Branch shall make a recommendation to the Minister.

Upon receipt of a recommendation from the EA Branch, **the Minister shall consider the request,** shall consider both sides of the argument and **shall make one of the following decisions within 21 calendar days** of receipt of the EA Branch's recommendation. The proponent is free to continue to plan a project but shall not implement any part of it (including site preparation) until the Minister's decision has been made.

Decision I - Deny:

If the Minister decides to deny the "bump-up" request, the Minister shall inform the requester and the proponent of the decision, stating reasons for the decision; the project may proceed.

Decision II - Deny with Conditions:

In some cases, the Minister's **decision to deny may include certain conditions**, one of which may be to require a Schedule B project to be planned under Schedule C. The Minister shall inform the requester and the proponent of the decision, and shall state reasons, and conditions, if any. If a "bump-up" request is denied with Minister's

conditions, the proponent shall fulfil the conditions when implementing the project.

Decision III - Deny\"Bump-up" following EAAC Referral:

To assist the Minister in reaching a decision, the Minister may within the 21-day period refer the bump-up request to the Environmental Assessment Advisory Committee (EAAC) for review and shall so advise the requester and the proponent. At that point, the remainder of the 21-day period no longer applies. On receipt of the report from EAAC, the Minister shall immediately so advise the proponent and the person\parties making the bump-up request. The Minister then has 21 calendar days from the receipt of the report in which to make a decision to deny, deny with conditions, or to bump-up the project.

It must be recognized, however, that projects which are referred to EAAC are typically more complex or controversial than the average. Consequently the EAAC report to the Minister may go beyond a simple deny or "bump-up" recommendation. In order to make a decision, therefore, the Minister may require more than 21 calendar days in which to review the EAAC report and make a decision. Furthermore, the Minister's decision may include conditions.

Decision IV - "Bump-Up":

If the Minister decides to **grant a "bump-up"** the proponent and the requester shall be so informed, with reasons.The Minister may also provide direction to the proponent by way of defining the scope of the problem being addressed by the project. The proponent is then required to prepare and submit an individual environmental assessment for that project in order to proceed, or the project may be abandoned. In the event that the proponent abandons the project, other solutions to the same problem may be planned and carried out through the Class EA process.

5.2.2 Environmental Assessment Advisory Committee (EAAC):

EAAC was established by the Minister of the Environment to provide advice to the Minister on matters relating to the application of the EA Act. When requested by the Minister, the Committee reviews "bump-up" requests, exemption requests, designation requests and EA policy matters. Reviews conducted by EAAC are at the discretion of the Minister to whom EAAC is accountable.

EAAC reviews generally consider the following issues:

(a) Environmental significance.
(b) Adequacy of other statutory approvals, (ie: Environmental Protection Act, Planning Act).
(c) Opportunities for public involvement.
(d) Urgency of the project.

When referring to "bump-up" request to EAAC the Minister indicates which of the following types of review is to be undertaken:

Types of EAAC Review	
Type	**Level of Public Consultation**
A- Open	Based on EAAC's discretion: EAAC distributes a public notice and generally conducts a public meeting.
B-Defined	Limited to directly affected groups selected by the Minister or EAAC: EAAC may give private notice and may hold a meeting.
C-Internal	No public notice or consultation: the Minister usually has made a preliminary decision and may seek additional advice.

In Open and Defined Reviews, EAAC would generally hold a public meeting near the location of the proposed project to hear submissions from the public and from the proponent. When referring a matter to EAAC, the Minister also specifies the time-frame for reporting back, which is generally 8 - 12 weeks.

In its report to the Minister, EAAC recommends whether the project should be "bumped-up" or whether there are other means of addressing environmental concerns. The Minister then makes a decision based on EAAC's recommendations. EAAC's report to the Minister is made public at the time of the Minister's decision, or earlier if the Minister so directs.

5.2.3: Responsibility of the Public:

Members of the public having concerns about the potential environmental effects of a project have a responsibility to bring their

concerns to the attention of the proponent early in the planning process, when the proponent has greater flexibility to accommodate changes in project development.

On the other hand, members of the public expressing concerns should be advised not to make a "bump-up" request until planning is complete. This will ensure that the proponents evaluation of the environmental impacts and the mitigating measures being proposed are fully understood. "Bump-up" requests made before the 30-day review period are likely to be considered by the Minister to be premature, except those projects which do not display the typical characteristics of the Class EA, as set out on page 1 of this document.

When submitting a "bump-up" request to the Minister, which must be in writing, the person\party making the request should address the following issues:

- environmental impacts of the project and their significance
- the adequacy of the planning process
- the availability of other alternatives to the project
- the adequacy of the public consultation program and the opportunities for public participation
- the involvement of the person\party in the planning of the project
- the nature of the specific concerns which remain unresolved
- details of any discussions held between the person\party and the proponent
- the benefits of requiring the proponent to undertake an individual environmental assessment
- any other important matters considered relevant.

The requester shall forward a copy of the "bump-up" request to the proponent at the same time as submitting it to the Minister.

"Bump-up" requests which are clearly made with the intent of delaying project planning and implementation or which do not contain a reasonable amount of information, may be denied by the Minister on the basis of their being frivolous or vexatious.

When, following a "bump-up" request having been made, the proponent has satisfied the concerns of the requester it is the requester's responsibility to withdraw the "bump-up" request. Such withdrawals should be in writing to the Minister and should be copied to the proponent. The Director of the EA Branch may accept and may act upon such withdrawals on behalf of the Minister.

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

November 8, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993.

We understand that you are concerned with the preliminary design proposed for the extension of Stone Church Road to Golf Links Road. We have also taken note of your concerns as they relate to maintaining the integrity of the wetlands area in Ancaster and keeping Upper Horning Road open. For your information we would like to point out the following:

- The Red Hill Creek Expressway received approval in 1985, and the Region is currently constructing the Mountain section of the Expressway. The issue of the closure of Upper Horning Road has been discussed extensively with the community through a number of meetings held last year. As a result of those discussions, Council decided to uphold the earlier decision to close the road. Therefore, it is necessary to provide an alternative access from the west side of the Gurnett neighbourhood.

- The traffic volumes on Upper Horning Road are in excess of what is normally expected of a local arterial road and will only be expected to increase with the proposed developments in the Meadowlands. For this reason, it is preferred to construct new, permanent roads in the area.

- Currently, the natural lands in the Meadowlands area are privately owned and have been designated for residential and commercial development in the future.

- The Region shares your concern about impacts to the natural environment. The environmental assessment process provides a way to assess the need for roads, and where roads should be constructed to reduce or avoid impacts on the natural environment. One of the primary objectives of this project has been to minimize the impact to the environmentally sensitive area and wetlands area by keeping it intact as much as possible. The Ministry of Natural Resources and the Hamilton Region Conservation Authority have been involved in the planning process for this project and support the preferred route because it minimizes the impacts on the significant natural areas in the Meadowlands.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

November 8, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993. We understand that your concerns relate to effects on the natural environment, specifically the wetlands area.

The Region shares your concern about impacts to the natural environment. The environmental assessment process provides a way to assess the need for roads, and where roads should be constructed to reduce or avoid impacts on the natural environment. One of the primary objectives of this project has been to minimize the impact to the environmentally sensitive area and wetlands area by keeping it intact as much as possible. Measures to retain the integrity and function of the wetlands have been proposed and will be refined further in consultation with both the Ministry of Natural Resources and the Hamilton Region Conservation Authority. Both these agencies have been involved in the planning process for this project and support the preferred route because it minimizes the impacts on the significant natural areas in the Meadowlands.

Currently, the majority of natural land in the Meadowlands is privately owned and has been designated for residential and commercial development in the future.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

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Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

November 8, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993. In 1992, a professional biologist was commissioned by the Region to undertake a detailed site analysis for the above project. Further to your request on what kind of significant plant species were identified in the Meadowlands, they are:

Water-starworts	*Callitriche heterophylla*
Bush Clovers	*Lespedeza capitata*
Virginia Mountain-mints	*Pycnanthemum virginianum*
Sedge	*Carex molesta*

We would be pleased to provide you with a map outlining the proposed road in relation to your timber cutting operations if you can let us know where they are located. Please note that the wooded areas in the Meadowlands are designated an Environmentally Sensitive Area. In addition, the wetlands have been designated as provincially significant.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

UMA Engineering Ltd.
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Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

November 8, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993. Your comments concerning the proposed road extension to Susan Drive have been noted. Although Susan Drive is not a Regional road, the Region has considered the need for a Susan Drive extension in order to provide adequate access for emergency services. The Region has consulted with emergency services agencies and has determined that a Susan Drive extension is not required by these agencies for emergency response.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group
PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

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UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

November 8, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993. Your comments concerning the proposed road extension to Susan Drive have been noted. Although Susan Drive is not a Regional road, the Region has considered the need for a Susan Drive extension in order to provide adequate access for emergency services. The Region has consulted with emergency services agencies and has determined that a Susan Drive extension is not required by these agencies for emergency response.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group
PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

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Telephone (416) 238-0007, Fax (416) 238-0038

File No.: 1931-038

November 8, 1993

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993. Your concerns relating to the potential for a proposed road extension of Glancaster Road going through your property have been noted. The Region has considered the need for a Glancaster Road extension and has decided to defer the finalization of these plans. Currently, the Region is undertaking a transportation study to review and identify Regional roads needs (anticipated completion in 1994). If it is determined that the Glancaster Road extension will be a Regional road, you will be contacted again as part of the public consultation for the project.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

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5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

November 8, 1993

File No.: 1931-038

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993.

We appreciate your support for the extension of Stone Church Road to Golf Links Road. Finalization of detailed plans for the roadway are still being made, however, two lanes are currently proposed for the road extension, with left and right turn lanes provided at intersections as required.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

PIC3NEATH.LTR\1931-038

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5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

November 8, 1993

File No.: 1931-038

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

We have noted the concerns expressed by you on behalf of your client, as they relate to the preliminary design proposed for the extension of Stone Church Road to Golf Links Road. For your information we would like to explain that:

- The secondary plans you obtained from the Town of Ancaster, Planning Department indicated conceptual road alignments for the Meadowlands area. All new Regional roads are subject to the Class Environmental Assessment (Class EA) process for approval of the road location.

- In 1991, the Town of Ancaster asked for input from the Regional Roads Department in the realignment of roads proposed in the Meadowlands for the purpose of minimizing impacts on the Environmentally Sensitive Area. The Town was informed that a. the Region must conduct a Class EA to determine the location of the road; and, b. the Region is proposing to provide an access out of the Gurnett neighbourhood as a result of the closure of Upper Horning Road.

- As part of this Class EA study, comprehensive environmental studies were carried out in the Meadowlands area. These studies confirmed the environmentally sensitive area and identified a provincially significant wetlands area. These studies also provided information for helping to determine where roads should be constructed to reduce/avoid impacts on the natural environment.

In response to your questions about details of the preliminary design for the Stone Church Road extension to Golf Links Road, the near edge of the road allowance (30 metres wide) will be about 8 metres away from the corner of property, within which the actual paved road surface will be centred. The distance from the edge of pavement to the corner of her property is approximately 17 metres. The surface of the road is approximately 7 metres below the ground level at house. We would like to reiterate that these figures refer to preliminary designs and are therefore, approximate. When detail designs are in place, surveys will be undertaken to determine precise locations.

In order to address and discuss your client's concerns more effectively, we invite you to meet with Regional staff. At that time, arrangements for potential buffering of property can be discussed. Please call Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388 to arrange a date and time.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Mrs. Esmie Alexander
59 Elodia Court
Hamilton, Ontario L9K 1H5

Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

November 8, 1993

File No.: 1931-038

Dear :

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project.

We understand that you are concerned with the potential for excess traffic at the corner of Stone Church Road and Omni Court. When Upper Horning Road is closed for the construction of the Red Hill Creek Expressway, residents from the Gurnett neighbourhood (who currently go north on Upper Horning Road to reach Highway 403) will go south on Upper Horning Road and use Omni Court to reach the proposed Stone Church Road extension to Golf Links Road. However, traffic from the Gilkson and Falkirk West and East residential areas (residents who live east of Upper Paradise and south of Stone Church Road) will no longer utilize Omni Court to reach Upper Horning Road and Highway 403. Instead, they will use the proposed Stone Church Road extension to Golf Links Road. As a result of these two changes, the net change in traffic volumes on Omni Court is expected to be minor.

Two lanes are currently planned for the extension of Stone Church Road to Golf Links Road. Should traffic volumes increase significantly on Stone Church Road, provisions have been made for widening the road to four lanes.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

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Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

November 8, 1993

File No.: 1931-038

Dear Mr. :

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993.

Following discussions with you/your staff, I understand that you are concerned about the extension of Stone Church Road to Southcote Road in the future. The following may help to clarify how the Region intends to proceed with road development in the Meadowlands.

- In June 1993, the Region presented a preferred network (known as "Concept A") for the Meadowlands area at Public Information Centres. This network included a connection to Southcote Road. The staging of the network was proposed to be timed in conjunction with the development of the Meadowlands.

- In July 1993, it was decided that the environmental assessment for the Meadowlands network approval would be deferred until a Regional Transportation Study is completed (anticipated completion in late 1994).

- If it is decided that there should be a Regional road connection to Southcote Road (between Golf Links Road and Highway 53), the environmental assessment of Concept A will continue.

- If it is decided that the road network in the Meadowlands should be collector and local roads (a local municipality responsibility), the municipality has the option of using the Regional preferred network (Concept A) or developing their own network.

In either case (Regional or local municipal road), you will have an opportunity to comment on the final road alignment. Your request to have a north access will be maintained in the Region's files for future consideration if it is decided to be a Regional road.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

Richard Tupholme, P.Eng.
Director of Engineering
Town of Ancaster

Alain Pinard
Acting Director of Planning
Town of Ancaster

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

November 8, 1993

File No.: 1931-038

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993. We appreciate your support for the extension of Stone Church Road to Golf Links Road. Your comments concerning the proposed road extension of Glancaster Road have been noted. Currently, the Region is undertaking a transportation study to review and identify Regional roads needs (anticipated completion in 1994). The approval for the Glancaster Road extension has been deferred until this study is completed. You will have another opportunity to comment on the location of Glancaster Road if the Region decides that it should be part of the Regional road network.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Office for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

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Engineers & Planners

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Telephone (416) 238-0007, Fax (416) 238-0038

November 8, 1993

File No.: 1931-038

Dear

RE: Class Environmental Assessment
Proposed Road Extensions to Glancaster Road, Stone Church Road, and Susan Drive

Thank you for providing the Region with your comments on the above project at the recent Public Information Centres in September 1993.

We understand that your main concern with this project is the potential increase in traffic volume/noise at the proposed intersection of Stone Church Road and Omni Court. When Upper Horning Road is closed for the construction of the Red Hill Creek Expressway, residents from the Gurnett neighbourhood (who currently go north on Upper Horning Road to get to Highway 403) will go south on Upper Horning Road and use Omni Court to get to the proposed Stone Church Road extension to Golf Links Road. However, traffic from the Gilkson and Falkirk West and East residential areas (residents who live east of Upper Paradise and south of Stone Church Road) will no longer utilize Omni Court to get to Upper Horning Road and Highway 403. Instead, they will use the proposed Stone Church Road extension to Golf Links Road. As a result of these two changes, the net change in traffic volumes on Omni Court is expected to be minor.

When the Red Hill Creek Expressway is completed, Upper Horning Road will no longer be a route to Mohawk Road/Highway 403 via Stone Church Road and Omni Court. Therefore, the overall volume of traffic along with its associated noise levels. are expected to be reduced on Omni Court.

The next phase of this project includes the completion of an Environmental Study Report (ESR), documenting the results of the Class EA study. It is scheduled for completion in January 1994. At that time, the ESR will be filed with the Clerk's Offie for a 30 day public review period. If you feel after consulting with Regional staff that serious concerns remain unresolved, you may ask that the Minister of the Environment and Energy subject this project to a full government and public review, possibly including a hearing.

If you would like to further discuss any aspect of this project or have questions, please do not hesitate to contact me or Pamela Hubbard at the Region of Hamilton-Wentworth at (905) 546-2388.

Yours truly,

UMA ENGINEERING LTD.

Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

PH/MLC/mlc

cc: Pamela Hubbard
Environmental Planner
Region of Hamilton-Wentworth

RECEIVED
NOV 29 1993
UMA ENGINEERING LTD.

FILE # 1931-038

12TH NOV 1993.

DEAR MS SOLITT.

Many thanks for your reply to my concern's about the Vol/noise of traffic at the corner of Omni Blvd and Stone Church Rd.

Your letter only confirms my opinion about the Vol/noise of traffic at that Corner. It is my opinion that there will be twice the amount of traffic in that area. The people that live North of Omni Blvd - to Golf Links Rd, will now go South on Upper Horning to Omni/Stone Church to get to the Stone Church Extension, and the traffic coming from the Gilkson area's that would have used Upper Horning will still pass through the corner of Omni Blvd to get to the Stone Church Rd Extension

I hope you can see my point

Yours Sincerely

UMA Engineering Ltd.
Engineers & Planners

5080 Commerce Blvd., Mississauga, Ontario, Canada L4W 4P2
Telephone (416) 238-0007, Fax (416) 238-0038

February 2, 1994

File: 1931-038

Dear

Re: Class Environmental Assessment
Proposed Road Extensions to Stone Church Road

Thank you for your letter dated 12 November 1993 and please accept our apologies for the delay in getting back to you.

Your concerns about the traffic at Omni Blvd. and Stone Church Road are again noted. We have reviewed our traffic forecasts for the area and have concluded that a left turn lane for traffic turning into Omni Blvd. from Stone Church will satisfy future traffic demands. We have incorporated this feature into the preferred design.

In approximately one month's time an Environmental Study Report will be published and filed with the Clerks Office for a 30 day public review period. As mentioned in our last letter, if you feel that after consulting with the Regional staff you have serious concerns that remain unresolved, you may ask the Minister of Environment and Energy to subject this project to a full government and public review, possibly including a hearing.

In the meantime, please do not hesitate to contact myself or Pam Hubbard at the Region (546-2388) if you wish to discuss the matter further.

Yours very truly,

UMA ENGINEERING LTD.

for Nancy L. Sollitt, B.E.S.
Manager, Environmental Assessment Group

sk/

cc: Pam Hubbard
Environmental Planner
Region of Hamilton-Wentworth

c:/steve/hamwas.ltr

rcd 11JAN94 at mtg w/ H-W
193-038

Predesign and Special Projects Division ROADS DEPARTMENT	Date: Jan. 6, 1994	File No. 60.07.01.4

MEETING REPORT	Page 1 of 3

PROJECT:	Class Environmental Assessment for Glancaster Road, Stone Church Road and Susan Drive	LOCATION:	Special Projects Office 25 Main Street West
PURPOSE:	To explain the project to Elodia Court	PRESENT:	Councillor F. D'Amico SPO M. Oddi, Project Manager P. Hubbard, Env. Planner
WRITTEN BY:	P. Hubbard		

MINUTES	ACTION
The meeting was requested by Councillor Frank D'Amico for the purpose of explaining the project to , a resident in the vicinity of the project.	
Notification to Residents has not attended the three Information Centres. SPO staff explained how the public was notified. The first notice was hand delivered and the last two notices were mailed directly to residents.	
Action: SPO to check mailing list to confirm that was sent notices.	P. Hubbard
Action: SPO to send copies of brochures and information packages	P. Hubbard
Background Information SPO staff explained the following background information: - the process that was followed was to inventory the environmental features of the site; - the environmental significance of the site (Provincially Significant Wetlands and Regional Environmentally Sensitive Area); - the alternative routes that were examined; why the preferred route was chosen; why the west and south sections will not be included in the request for project approval; and why Susan Drive extension has been dropped from the project; - the constraints on the location of the preferred route (Hydro transmission towers and Provincially Significant Wetlands); - consultation with the public and external agencies; - boundaries of public versus private ownership of land in the Meadowlands; and - two of the main objectives of the project are to: 1) minimize the impact on the wetlands; and 2) minimize the fragmentation of the Environmentally Significant Area, i.e. maintain a large area for the habitat of deer and other wildlife using this area.	

questioned if the hydro towers could be buried. SPO explained that the decision to bury hydro towers can only be made by Ontario Hydro. The Region has not requested that the towers be buried.

Truck Traffic
Stone Church Road from Upper James Road to Omni Drive is currently not designated a truck route. The East-West Expressway is anticipated to carry most of the east-west truck traffic on the Mountain. It is scheduled to be open in 1998.

Extension of Susan Drive
The extension of Susan Drive is not anticipated to be done as part of this project by the Region but could be done by the Town of Ancaster at some time in the future.

Summary of Concerns
- Proximity of road to residences on Elodia Court. No one was aware of the potential for the road to be located in this area.
- Ability to see the road from the houses and backyards on Elodia Court.
- The road may block the view of the natural environment.
- Truck traffic on the road.

stated that he is against the project and prefers to see the alternative chosen goes through the middle of the Environmentally Significant Area. Further, he will be requesting a bump-up.

Action: SPO to send copies of the section of the Class Environmental Assessment for Municipal Road Projects that explains the bump-up procedure. — P. Hubbard

SPO Response to Concerns
- Only the corner of one property is directly adjacent to the road. There is a substantial buffer between the other properties and the proposed road. No one could have foreseen the location of the road prior to the Class Environmental Assessment because the process determines the location.
- SPO will examine the feasibility of screening the road through the use of landscaping and will look into the feasibility of doing computer imaging to simulate the road. This would assist in determining appropriate types of landscaping for screening the road from the houses and protecting views. The majority of the Environmentally Significant Area is privately owned and is protected only under certain circumstances under provincial and federal legislation.

Action: SPO to investigate the feasibility of computer imaging to address the issue of views by having a visual assessment carried out using photography and computer imagery. — P. Hubbard

SPO staff explained that the process being followed encourages the public to express their concerns so that changes can be made early in the planning for the project before decisions are made. The preferred route represents two years of consultation with the public, provincial agencies and local municipalities.

Other Concerns Expressed by Residents in the Neighbourhood
SPO has responded in writing to all comments received from the residents in the area but has received no further response to suggestions that meetings be set up to explain the project and respond directly to concerns.

Councillor D'Amico indicated that he is acting for some of these residents. The Minister of the Environment and Energy, for all bump-up requests, will examine how the public has been involved in the process. It would be to the residents' benefit to contact SPO and discuss the issues directly with SPO if they intend to request a bump-up.

Next Steps in Process
- The Region will meet with any residents to discuss concerns and incorporate into project, if possible.
- An Environmental Study Report will be prepared. It will document the planning process, the environment affected by the project and how the Region plans to reduce or avoid the impacts on the environment, a description of the proposed project, and the public consultation process.
- Report to Council recommending support of the preferred route and placement of the Environmental Study Report on the public record for a thirty day review period.
- Place the report on the public record for a thirty day public review period.

Please report any errors or omissions immediately.

ph:dt

1-151-058

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-4170
Fax (905) 546-2385

Our File No. 60.07.01.4

January 7, 1994

Dear

Class Environmental Assessment for the Extensions of
Glancaster Road, Stone Church Road and Susan Drive in the Meadowlands, Ancaster

Enclosed, as per our discussion yesterday, is the background information that was made available at the Public Information centres:

1) brochures advertising the three sets of information centres;
2) two public information packages available at the last two sets of information centres;
3) project history;
4) excerpt from the document "Class Environmental Assessment for Municipal Roads Project" that explains how the public can request that the project be subject to a full provincial government review; and
5) a flyer prepared by the Ministry of Environment and Energy describing the Class Environmental Assessment Process.

You questioned the notification process for the Public Information centres. The following is the process that was used to notify Hamilton residents of the project and the information centres:

Notice of Study Start-Up and Public Information Centre #1

- Brochures hand delivered to all residents in Gurnett and Fessenden neighbourhoods. (You are in the Gurnett neighbourhood.)

- Notice placed in the Hamilton Spectator on the Wednesday and Saturday before the Information Centres.

- Notice placed in the Mountain News and Ancaster News for two weeks prior to the Information Centres.

Notice of Public Information Centre #2

- Brochures delivered by Canada Post in an envelope addressed to specific owners address.

- Notice placed in the Hamilton Spectator on the Wednesday and Saturday before the Information Centres.

- Notice placed in the Mountain News and Ancaster News for one week prior to the Information Centres.

Notice of Public Information Centre # 3

- Brochures delivered by Canada Post in an envelope addressed to specific owners address.

- Notice placed in the Hamilton Spectator on the Wednesday and Saturday before the Information Centres.

- Notice placed in the Mountain News and Ancaster News for one week prior to the Information Centres.

We have no reason to believe that your home was missed since residents from Elodia Court attended each Information Centre. The notices for Information Centres #2 and #3 addressed to you at 50 Elodia Court have not been returned to us by Canada Post.

Enclosed, please find a copy of the minutes from yesterday's meeting for your records. Please notify me as soon as possible if the minutes contain any errors or there are omissions. If you have any additional questions on the project, please contact Marco Oddi, Project Manager (546-2387) or me (546-2388).

Yours truly,

Pamela Hubbard, Environmental Planner
Predesign and Special Projects Division

ph:dt
Encl.

c.c. Councillor F. D'Amico
c.c. S. Keen, U.M.A. Consultants

cc: M.L. Chen.

Predesign and Special Projects Division ROADS DEPARTMENT	Date: Feb.1/94	File No. 60.07.01.4 *(ID 276)*

MEETING REPORT

PROJECT:	Class Environmental Assessment for Extensions to Glancaster Road, Stone Church Road, and Susan Drive	LOCATION:	City Hall, 71 Main St. W. Room 233
PURPOSE:	To discuss the preferred alignment	PRESENT:	Councillors: Don Ross Frank D'Amico Roads Dept. Staff: Ted Gill, Sr. Director Marco Oddi, Project Manager Pamela Hubbard, Env. Planner Residents: Elodia Court (refer to list)
WRITTEN BY:	P. Hubbard		

MINUTES	ACTION
A meeting was called by the Ward 8 Councillors to provide an opportunity for residents of Elodia Court to discuss the preferred alignment for the above-noted project. The following hand-outs were distributed: - Project History; and - excerpt from the Class EA document explaining the "bump-up" procedures and responsibility of the public. Staff reviewed the two-year process following the Class Environmental Assessment for Municipal Roads and explained: - the environmental studies which have been undertaken; - the significance of the natural environment; - provincial and federal legislation regarding wetlands and fish habitat; - the identification of alternative locations for a road network; - the public and government consultation process (two years); - the preferred alignment and constraints on moving the alignment (wetlands and stream, high voltage transmission towers, slope of road, safety, ability to provide safe curves); and - the right the public has to request a bump-up if there is a significant reason.	

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UMA ENGINEERING LTD.

Issues and Comments Received from the Residents:

- Comment: Why can't a service road be built on the south side of the Expressway behind the houses on Elena Court?
  Response: Regional staff have looked at this option and found it infeasible. There is not enough room to construct a service road in the Expressway lands and the easement on the rear of the Elena Court properties can only be used for the purpose of building noise attenuation.

- Comment: Is it possible to provide buffering of those residents that back unto the road to protect views?
  Response: Yes. In the Environmental Study Report, we can commit to involving the residents in the development of appropriate buffering through landscaping or berms. That document is legally binding on the Region.

- Comment: Will there be load restrictions on the extension?
  Response: Currently, Stone Church Road is not a truck route west of Upper James. Also, the Region is looking at truck route needs following the opening of the Expressway.

- Comment: What will be the land use in the two triangles north of the new extension?
  Response: That is a decision to be made by the Town of Ancaster. The Regional Roads Dept. is not planning any use of the land. The Ontario Hydro lands are the only publicly owned property and the rest of the land is in private ownership. The triangle east of Elodia Court could have access from Upper Horning.

- Comment: Where will the road be in relation to Elodia Court?
  Response: The road will be approximately ten meters below the height of the houses.

- Comment: Will there be a reduction in property value? If so, will the residents be compensated?
  Response: There is no way to determine if this will result in a loss of property value since access to a major highway is seen as desirable to some people and not important for others. Councillor Ross suggested that they could look into possible avenues for compensation and that property owners could request to have their property reassessed at any time.

- Comment: Is it possible to build a structure that allows the deer to cross under?
  Response: The Ministry of Natural Resources has indicated that keeping the Environmentally Sensitive Area in one large piece is sufficient to ensure enough remaining habitat for deer and that it would not be necessary to provide access to the triangles of land north-east of the new extension.

- Comment: General comments on preference to have Susan Drive not used as the sole access since there may be increased traffic on a local road.

- Comment: Has the Region bought land? How much did it cost and what happens if the EA falls through?
  Response: The Region has purchased land from the Meadowlands developer subject to the approval of the environmental assessment. Cost: $1.2 million.

- Comment: Have the developers in the Meadowlands been involved?
  Response: They have been involved throughout the process.

- Comment: Will there be lights?
  Response: The Region will make provision in the design for lights and sidewalks but it is up to the Town of Ancaster to provide the funding for these features. Ontario Hydro decides how to provide electricity (overhead wires or buried wires).

- Comment: Why did the original plan as shown in the Official Plan change?
  Response: The Official Plan indicates an intention to build roads. The Class Environmental Assessment process decides on the location.

- Comment: How will the rest of Stone Church Road be developed?
  Response: A Class Environmental Assessment is being done on both Stone Church Road and Rymal Road to determine the reconstruction requirements. From the first public information centre on Stone Church Road and from staff discussions, Stone Church Road may only be three lanes. It is being seen as a residential arterial that will have a reduced function for through traffic when the Expressway is completed. A Class EA for Rymal Road is also being initiated. That road will serve a higher volume of traffic.

- Comment: How will the rest of the Environmentally Sensitive Area be protected? And if it cannot be protected, why is the Roads Department recommending this alignment?
  Response: The ESA is designated in the Regional Official Plan. This means that developers must provide an environmental impact statement for any development in that area and show how their development does not reduce the environmental significance of the site. The Regional Roads Department has a responsibility to take into consideration the ESA in the planning for the road.

  In addition, the Provincial Wetlands Policy says that no development shall occur in a wetlands and for proposed development within 120 m of the wetlands boundary, an environmental impact statement must be prepared that shows that the development will not reduce the significance of the wetland.

Specific Comments on Alignment

- Comment: Can the Hydro lines be buried underground?
  Response: That decision can only be made by Ontario Hydro. It is not a requirement of the road project since we can align the route to avoid the towers.

- Comment: Can the road make a 90° degree angle before turning north?
  Response: In order to provide a safe road and taking into consideration the slope of the area, it would not be advisable to create a 90° degree angle in the road.

- Comment: Can the road be moved further west into the wetland?
- Response: There may be some minor adjustment to the road alignment in detailed design but it will not be significant. The Ministry of Natural Resources is not amenable to the loss of wetlands where there are other options. This has already been discussed with MNR.

Please report any errors or omissions.

dt

c.c. Steve Keen, UMA

GOVERNMENT DOCUMENTS

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

NOTICE OF COMPLETION OF ENVIRONMENTAL STUDY REPORT

Extensions to Glancaster Road, Stone Church Road
and Susan Drive in the Meadowlands, Town of Ancaster

The Region will be closing Upper Horning Road at the Red Hill Creek Expressway in late 1995/1996. An environmental assessment study has been carried out to determine a location for an alternative access road for the neighbourhood south of the Expressway. The preferred location is the extension of Stone Church Road to connect with the Mohawk/Golf Links Road Interchange (see map below). An Environmental Study Report has been prepared that documents the reasons for this location.

The extension of Susan Drive has been examined but is not considered to be necessary at this time to meet the requirements of providing an alternative access to replace Upper Horning Road.

The study also examined the need to provide a Regional Road network in the Meadowlands. The study concluded that the extension of other Regional roads into the Meadowlands should not be finalized until a Regional Transportation Review is completed.

The Environmental Study Report (ESR) describes the planning process for this Schedule C project as required by the **Class Environmental Assessment for Municipal Road Projects document. The ESR by this Notice is being placed on the public record for review from April 9 to May 13, 1994.**

Subject to comments received as a result of this Notice, the Region intends to construct the extension in 1995 before the closure of Upper Horning Road. The construction will cost approximately $1.3 million, with the Ministry of Transportation contributing half of the overall costs of design, construction and property acquisition.

The Environmental Study Report is available for review at the following locations:

The Regional Municipality of Hamilton Wentworth
Regional Clerk's Office
119 King Street West, 15th Floor
Hamilton, Ontario L8N 3V9
Telephone: (905) 546-4154
Hours: Mon. to Fri. - 8:30 a.m. to 4:30 p.m.

Town of Ancaster
Clerk's Office
300 Wilson Street East
Ancaster, Ontario L9G 2B9
Telephone: (905) 648-4475
Hours: Mon. to Fri. - 9:00 a.m. to 5:00 p.m.

Hamilton Central Public Library
Urban Municipal Collection
55 York Boulevard
Hamilton, Ontario L8R 3K1
Telephone: (905) 546-3200
Hours: Mon. - 9:00 a.m. to 6:00 p.m.
Tues. to Fri. - 9:00 a.m. to 9:00 p.m.
Sat. - 9:00 a.m. to 5:00 p.m.
Sun. - 1:00 p.m. to 5:00 p.m.

Terryberry Public Library
Reference Collection
100 Mohawk Road West
Hamilton, Ontario L9C 1W1
Telephone: (905) 388-7540
Hours: Mon. to Thurs. - 10:00 a.m. to 9:00 p.m.
Sat. - 9:00 a.m. to 5:00 p.m.
Sun. - 1:00 p.m. to 5:00 p.m.

Wentworth Public Library
Ancaster Branch
Reference Copy
300 Wilson Street East
(Municipal Building)
Ancaster, Ontario L9G 2B9
Telephone: (905) 648-6911
Hours: Mon. to Fri. - 10:00 a.m. to 9:00 p.m.
Sat. - 10:00 a.m. to 5:00 p.m.

For further information please contact the Regional Roads Department, Special Projects Office, 25 Main Street West, 10th Floor, Hamilton, Ontario L8P 1H1.
Telephone (905) 546-4277, Fax (905) 546-2385.
Attention: Pamela Hubbard, Environmental Planner or Marco Oddi, P.Eng., Project Manager.

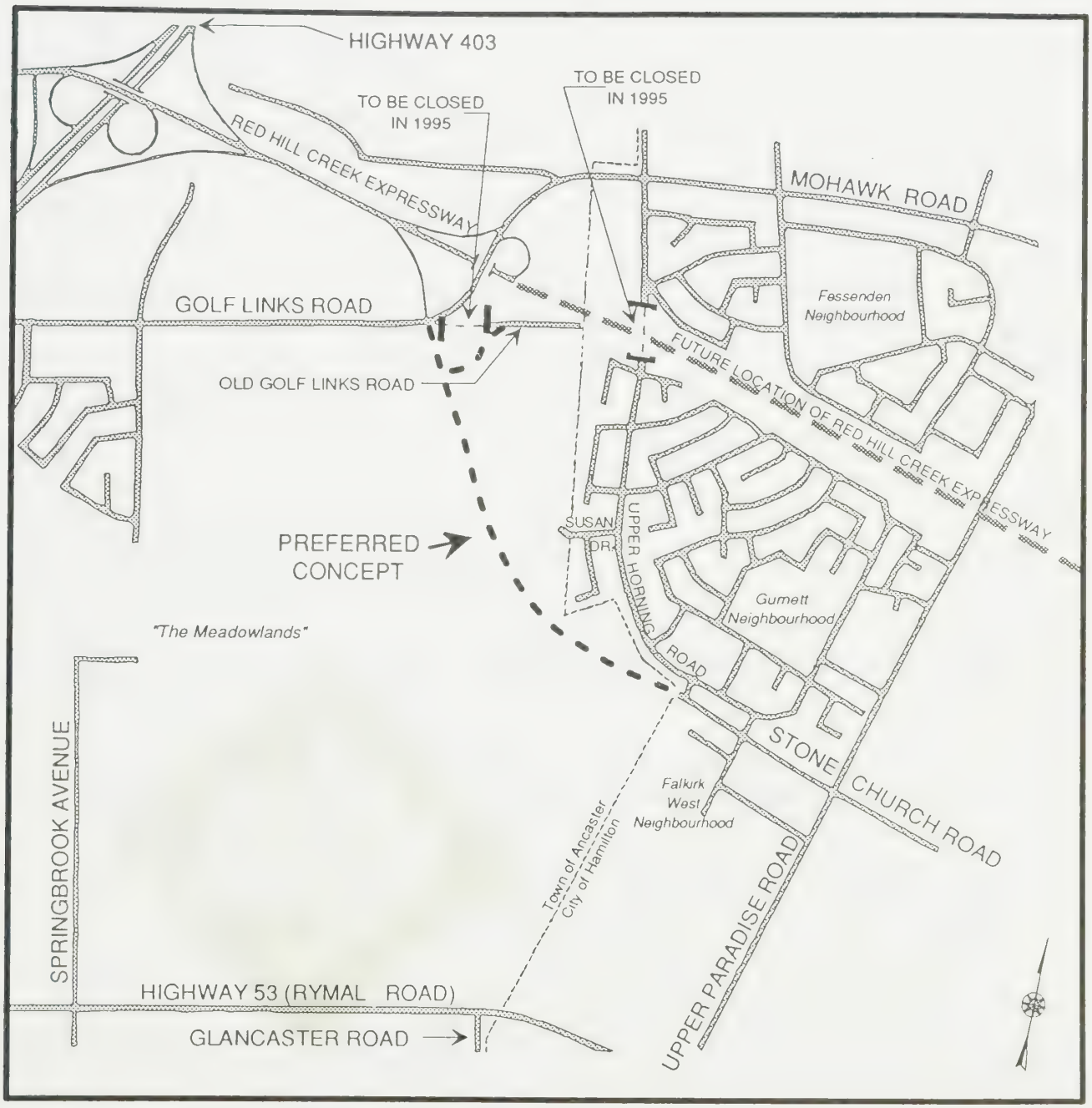
Written comments should be sent to the Special Projects Office before May 13, 1994.

If concerns regarding this project cannot be resolved, a person may request that the Minister of the Environment and Energy require the project to go through a more extensive government and public review (called a "bump-up" to an individual environmental assessment). Requests for a "bump-up" must be sent to the Minister at the address below by **May 13, 1994.** A copy of the request must also be sent to the Region at the above address.

The Honourable C.J. (Bud) Wildman, Minister
Ministry of Environment and Energy
135 St. Clair Avenue West, 15th Floor
Toronto, Ontario M4P 1P5

If no "bump-up" requests are received or no concerns are brought to the attention of the Region by **May 13, 1994**, the project will proceed as outlined in the Environmental Study Report.

This Notice issued April 9, 1994


HIGHWAY 403
TO BE CLOSED IN 1995
TO BE CLOSED IN 1995
RED HILL CREEK EXPRESSWAY
MOHAWK ROAD
GOLF LINKS ROAD
Fessenden Neighbourhood
OLD GOLF LINKS ROAD
FUTURE LOCATION OF RED HILL CREEK EXPRESSWAY
SUSAN DR.
UPPER HORNING ROAD
PREFERRED CONCEPT
Gurnett Neighbourhood
"The Meadowlands"
STONE CHURCH ROAD
Falkirk West Neighbourhood
Town of Ancaster
City of Hamilton
SPRINGBROOK AVENUE
UPPER PARADISE ROAD
HIGHWAY 53 (RYMAL ROAD)
GLANCASTER ROAD

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
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Our File No. 60.07.01.8 *(ID 941)*

URBAN A

GOVERNMENT DOCUMENTS

April 6, 1994

Ms. Kathy Deiter
Urban Municipal Librarian
Hamilton Central Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

Environmental Study Report
Extensions to Glancaster Road, Stone Church Road
and Susan Drive (in the Meadowlands), Ancaster

Enclosed, please find a copy of the Environmental Study Report and the Notice of Completion for the above project. The Region is required to place the report on the public record for a 30-day review period in order to comply with the requirements of the Environmental Assessment Act.

Please make the report available for public inspection from April 11 to May 13 in the non-circulating section of your library (Urban Municipal Collection). Please ensure that the information is not catalogued until after the review period.

Thank you for your co-operation. If you have any questions please call me at 546-2388.

for Pamela Hubbard, Environmental Planner
Predesign and Special Projects Division

ph:dt
Encls. (1) Notice of Completion
(2) ESR

c.c. Terryberry Public Library

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